



**NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**HYBRID MEETING AGENDA**  
**February 3, 2022**

<b><u>In-Person Attendance Option</u></b> Windsor Public Works Complex 922 N. 15 <sup>th</sup> Street Windsor, CO 80550	<b><u>Virtual Attendance Option</u></b> Call-in Number: (571) 317-3122 Access Code: 144-857-813 Online Meeting: <a href="https://bit.ly/2022NFRPC">https://bit.ly/2022NFRPC</a>
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For assistance during the meeting, please contact Alex Gordon – [agordon@nfrmpo.org](mailto:agordon@nfrmpo.org) or 970.289.8279

***Pledge of Allegiance***

***Public Comment- 2 Minutes Each*** (accepted on items not on the Agenda) Anyone in the audience will be given time to speak to items on the Consent Agenda. Please ask for that item to be removed from the Consent Agenda. Items pulled will be heard at the beginning of the regular agenda. Members of the public will be given an opportunity to speak to all other items prior to Council action being taken.

- 1) Acceptance of Meeting Agenda
- 2) Approval of Minutes - Lead Planning Agency for Air Quality/MPO – January 6, 2022 (Page 8)

**Lead Planning Agency for Air Quality Agenda**

**REPORTS:**

- |  |   |      |
|--|---|------|
| 3) Air Pollution Control Division (APCD) (Page 11) | (Written)   |      |
| 4) Regional Air Quality Council (RAQC) (Handout)   | (Written)   |      |
| 5) NFRMPO Air Quality Program Updates (Page 13)    | Medora Bornhoft –Transportation & Air Quality Planner III | 6:05 |

**Metropolitan Planning Organization Agenda**

**REPORTS:**

- |  |   |      |
|--|---|------|
| 6) Report of the Chair <ul style="list-style-type: none"><li>• CDOT R4 TPR Chair Meeting</li></ul>       | Will Karspeck - Council Chair, Town of Berthoud | 6:15 |
| 7) Executive Director Report <ul style="list-style-type: none"><li>• Conflict of Interest Form</li></ul> | Suzette Mallette - Executive Director           | 6:20 |
| 8) TAC (Page 14)   | (Written)                                       |      |
| 9) Mobility (Handout)  | (Written)                                       |      |
| 10) Community Advisory Committee (CAC) (Page 15)   | (Written)                                       |      |

**ACTION ITEMS:**

- |  |   |      |
|--|---|------|
| 11) Transfort FY2022 Program of Projects (POP)<br>Resolution 2022-03 (Page 16)               | Katlyn Kelly, Transfort                         | 6:25 |
| 12) January 2022 TIP Amendment Resolution 2022-04 (Page 32)                                  | AnnaRose Cunningham - Transportation Planner II | 6:35 |
| 13) 2018-2022 NFRMPO Targets for Safety<br>Performance Measures Resolution 2022-05 (Page 35) | AnnaRose Cunningham                             | 6:40 |

**DISCUSSION ITEMS:**

- |  |   |      |
|--|---|------|
| 14) NFRMPO TDM Scope of Work (Page 42) | Alex Gordon - Transportation Planner III            | 6:50 |
| 15) 2021 Call for Projects (Page 48)   | AnnaRose Cunningham<br>Project Sponsors/TAC Members | 7:05 |



### COUNCIL REPORTS:

8:05

Transportation Commission

**Kathleen Bracke** - Transportation Commissioner

CDOT R4 Update

**Heather Paddock** - CDOT R4 Transportation Director

STAC Report *(Page 82)*

**(Written)**

I-25 Coalition

**Scott James** — Council Vice Chair, Weld County  
Commissioner

Host Council Member Report

**Paul Rennemeyer** — Mayor, Town of Windsor

8:15

### MEETING WRAP UP:

Next Month's Agenda Topic Suggestions

8:20



## ***MPO Planning Council***

### ***Town of Berthoud***

**William Karspeck, Mayor - Chair**

Alternate- Maureen Dower, Mayor Pro Tem

### ***Weld County***

**Scott James, Commissioner - Vice Chair**

Alternate- Perry Buck, Commissioner

### ***Town of Eaton***

**Lanie Isbell, Mayor Pro Tem**

Alternate- Glenn Ledall, Trustee

### ***City of Evans***

**Mark Clark, Mayor Pro Tem**

Alternate- Brian Rudy, Mayor

### ***City of Fort Collins***

**Jeni Arndt, Mayor**

Alternate- Tricia Canonico, Councilmember

### ***Town of Garden City***

**Fil Archuleta, Mayor**

Alternate- TBD

### ***City of Greeley***

**Johnny Olson, Councilmember**

Alternate- Brett Payton, Mayor Pro Tem

### ***Town of Johnstown***

**Troy Mellon, Councilmember**

### ***Larimer County***

**Kristin Stephens, Commissioner**

Alternate- Jody Shaddock-McNally, Commissioner

### ***Town of LaSalle***

**Paula Cochran, Trustee**

### ***City of Loveland***

**Jon Mallo, Councilmember**

### ***Town of Milliken***

**Elizabeth Austin, Mayor**

### ***Town of Severance***

**Frank Baszler, Councilmember**

Alternate- TBD

### ***Town of Timnath***

**Lisa Laake, Trustee**

### ***Town of Windsor***

**Paul Rennemeyer, Mayor**

Alternate- Ken Bennett, Mayor Pro Tem

### ***CDPHE- Air Pollution Control Division***

**Dena Wojtach, Manager, Planning & Policy Program**

### ***Colorado Transportation Commission***

**Kathleen Bracke, Commissioner**

Alternate- Heather Paddock, Region 4 Director



## **MPO MEETING PROCEDURAL INFORMATION**

1. The order of the agenda will be maintained unless changed by the MPO Planning Council Chair (MPO Chair).
2. "Public Comment" is a time for citizens to address the Planning Council on matters that are not specifically on the agenda. Each citizen shall be limited to a total of two (2) minutes time for public comment, or at the discretion of the MPO Chair.
3. Before addressing the Planning Council, each individual must be recognized by the MPO Chair, come and stand before the Council and state their name and address for the record. (All proceedings are taped.)
4. For each Action item on the agenda, the order of business is as follows:
  - MPO Chair introduces the item; asks if formal presentation will be made by staff
  - Staff presentation (optional)
  - MPO Chair requests citizen comment on the item (two minute limit for each citizen)
  - Planning Council questions of staff on the item
  - Planning Council motion on the item
  - Planning Council discussion
  - Final Planning Council comments
  - Planning Council vote on the item
5. Public input on agenda items should be kept as brief as possible, and each citizen shall be limited to two (2) minutes time on each agenda item, subject to time constraints and the discretion of the MPO Chair.
6. During any discussion or presentation, no person may disturb the assembly by interrupting or by any action such as applause or comments. Any side conversations should be moved outside the meeting room. Courtesy shall be given to all speakers.
7. All remarks during the meeting should be germane to the immediate subject.

## GLOSSARY

5303 & 5304	FTA program funding for multimodal transportation planning (jointly administered with FHWA) in metropolitan areas and States
5307	FTA program funding for public transportation in Urbanized Areas (i.e. with populations >50,000)
5309	FTA program funding for capital investments
5310	FTA program funding for enhanced mobility of seniors and individuals with disabilities
5311	FTA program funding for rural and small Urban Areas (Non-Urbanized Areas)
5326	<b>FTA program funding to define “state of good repair” and set standards</b> for measuring the condition of capital assets
5337	FTA program funding to maintain public transportation in a state of good repair
5339	FTA program funding for buses and bus facilities
3C	Continuing, Comprehensive, and Cooperative
7th Pot	<b>CDOT’s Strategic Investment Program and projects</b> —originally using S.B. 97-01 funds
AASHTO	American Association of State Highway & Transportation Officials
ACP	Access Control Plan
ADA	Americans with Disabilities Act of 1990
ADT	Average Daily Traffic (also see AWD)
AIS	Agenda Item Summary
AMPO	Association of Metropolitan Planning Organizations
APCD	Air Pollution Control Division (of Colorado Department of Public Health & Environment)
AQCC	Air Quality Control Commission (of Colorado)
ATP	Active Transportation Plan
AWD	Average Weekday Traffic (also see ADT)
BUILD	Better Utilizing Investments to Leverage Development (the competitive federal grant program that replaced TIGER)
CAAA	Clean Air Act Amendments of 1990 (federal)
CBE	Colorado Bridge Enterprise funds
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CMAQ	Congestion Mitigation and Air Quality (an FHWA funding program)
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CO	Carbon Monoxide
COLT	City of Loveland Transit
CPG	Consolidated Planning Grant (combination of FHWA PL & FTA 5303 planning funds)
CFY	Calendar Fiscal Year
DOT	(United States) Department of Transportation
DRCOG	Denver Regional Council of Governments
DTD	CDOT Division of Transportation Development
DTR	CDOT Division of Transit & Rail
EIS	Environmental Impact Statement
EJ	Environmental Justice
EPA	Environmental Protection Agency

## GLOSSARY (cont'd)

FAST ACT	<b>Fixing America's Surface Transportation Act (federal legislation, signed December 2015)</b>
FASTER	Funding Advancements for Surface Transportation and Economic Recovery ( <b>Colorado's S.B. 09-108</b> )
FHWA	Federal Highway Administration
FNC	Freight Northern Colorado Plan
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal Year (October to September for federal funds; July to June for state funds; January to December for local funds)
FFY	Federal Fiscal Year
GET	Greeley-Evans Transit
GOPMT	Goals, Objectives, Performance Measures, and Targets
HOV	High Occupancy Vehicle
HPTE	High-Performance Transportation Enterprise (Colorado)
HTF	Highway Trust Fund (the primary federal funding source for surface transportation)
HUTF	<b>Highway Users Tax Fund (the State's primary funding source for highways)</b>
INFRA	Infrastructure for Rebuilding America (a competitive federal grant program for freight improvements)
I&M or I/M	Inspection and Maintenance program (checking emissions of pollutants from vehicles)
ITS	Intelligent Transportation Systems
LCMC	Larimer County Mobility Committee
LRP or LRTP	Long Range Plan or Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century (2012 federal transportation legislation)
MAPG	Mobility and Access Priority Group, formerly known as the Senior Transportation Coalition (STC)
MMOF	Multimodal Options Fund (state funds allocated to MPOs and TPRs in SB18-001)
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MVEB	Motor Vehicle Emissions Budget
NAA	Non-Attainment Area (for certain air pollutants)
NAAQS	National Ambient Air Quality Standards
NARC	National Association of Regional Councils
NEPA	National Environmental Policy Act
NFRT & AQPC	North Front Range Transportation & Air Quality Planning Council (also NFRMPO)
NFRMPO	North Front Range Metropolitan Planning Organization (also NFRT & AQPC)
NHS	National Highway System
NMP	Non-Motorized Plan
NoCo	Northern Colorado Bicycle and Pedestrian Collaborative
NOx	Nitrogen Oxides
OBD	<b>On-Board Diagnostics (of a vehicle's engine efficiency and exhaust)</b>
O <sub>3</sub>	Ozone

## GLOSSARY (cont'd)

PL	Federal Planning (funds)
PIP	Public Involvement Plan
POP	Program of Projects
PPP (also P3)	Public Private Partnership
R4 or R-4	Region 4 of the Colorado Department of Transportation
RAQC	Regional Air Quality Council
RNMC	Regional Non-Motorized Corridor
RPP	Regional Priority Program (a funding program of the Colorado Transportation Commission)
RSC	Regionally Significant Corridor
RTC	Regional Transit Corridor
RTD	Regional Transportation District in the Denver Region or Regional Transportation Director for CDOT Regions
RTE	Regional Transit Element
RTP	Regional Transportation Plan
SH	State Highway
SIP	State Implementation Plan (air quality)
SOV	Single Occupant Vehicle
SPR	State Planning and Research (federal funds)
SRTS ( <i>see TA</i> )	Safe Routes to School (a pre-MAP-21 FHWA funding program)
STAC	Statewide Transportation Advisory Committee
STIP	Statewide Transportation Improvement Program
STBG ( <i>previously STP-Metro</i> )	Surface Transportation Block Grant (a FAST Act FHWA funding program)
SWC&FRPRC	Southwest Chief & Front Range Passenger Rail Commission
TAC	Technical Advisory Committee (of the NFRMPO)
TA ( <i>previously TAP</i> )	Transportation Alternatives program (an FHWA funding program)
TAZ	Transportation Analysis Zone (used in travel demand forecasting)
TC	Transportation Commission of Colorado
TDM	Transportation Demand Management
TIGER	Transportation Investment Generating Economic Recovery (a competitive federal grant program from 2009-2017 replaced by BUILD)
TIP	Transportation Improvement Program
Title VI	U.S. Civil Rights Act of 1964, prohibiting discrimination in connection with programs and activities receiving federal financial assistance
TMA	Transportation Management Area (federally-designated place >200,000 population)
TOD	Transit Oriented Development
TPR	Transportation Planning Region (state-designated)
TRAC	Transit & Rail Advisory Committee (for CDOT)
UFR	Upper Front Range TPR
UPWP	Unified Planning Work Program
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WCMC	Weld County Mobility Committee

**Meeting Minutes of the  
NORTH FRONT RANGE TRANSPORTATION &  
AIR QUALITY PLANNING COUNCIL**

**January 6, 2022  
Virtual Meeting**

**Voting Members Present:**

Will Karspeck – Chair	-Berthoud
Jeni Arndt	-Fort Collins
Frank Baszler	-Severance
Kathleen Bracke	-Transportation Commission
Mark Clark	-Evans
Paula Cochran	-LaSalle
Lanie Isbell	-Eaton
Scott James – Vice Chair	-Weld County
Jon Mallo	-Loveland
Troy Mellon	-Johnstown
Johnny Olsen	-Greeley
Paul Rennemeyer	-Windsor
Kristin Stephens	-Larimer County

**Voting Members Absent:**

Fil Archuleta	-Garden City
Elizabeth Austin	-Milliken
Lisa Laake	-Timnath
Dena Wojtach	-CDPHE-APCD

**MPO Staff:**

Suzette Mallette, Executive Director; Becky Karasko, Transportation Planning Director; Cory Schmitt, Mobility Manager; Merideth Kimsey, Accounting Manager; Alex Gordon, Transportation Planner III; Medora Bornhoft, Transportation and Air Quality Planner III; AnnaRose Cunningham, Transportation Planner II

**In Attendance:**

Allison Baxter, Bill Becker, Dan Betts, Tricia Canonico, Rich Christy, Michael Command, Jim Eussen, Charla Glendening, Josie Hadley, Sandra Hagen Solin, Butch Hause, Omar Herrera, Myron Hora, Mark Jackson, Will Jones, Dean Klingner, Katrina Klobberdanz, Wesley LaVanchy, Evan Pinkham, Randy Ready, Elizabeth Relford, Jan Rowe, Natalie Shishido, Mike Silverstein, Robin Stoneman, Eric Tracy, Paul Trombino

Chair Karspeck called the MPO Council meeting to order at 6:00 p.m.

**Public Comment:**

Chair Karspeck read public comment submitted via email.

**Move to Approve Agenda and Minutes**

Olson **moved** to *APPROVE THE JANUARY 6, 2022 MEETING AGENDA AS SUBMITTED* and *APPROVE THE DECEMBER 2, 2021 AND DECEMBER 16, 2021 MEETING MINUTES AS SUBMITTED*. The motion was **seconded** by James and **passed** unanimously.

**Lead Planning Agency for Air Quality Agenda**

Chair Karspeck opened the Air Quality portion of the meeting.

**REPORTS:**

Air Pollution Control Division (APCD)

A written report was provided.

Regional Air Quality Council (RAQC)

Silverstein provided updates on the development and timing of the next State Implementation Plan (SIP) for ozone which is due to EPA by the end of 2022. Regulatory and voluntary ozone control measures are under review to enable the region to attain the ozone standard. Silverstein invited all to attend the RAQC's Control Strategy Committee and work groups to develop ozone control measures.



### NFRMPO Air Quality Program Updates

Bornhoft provided updates on the NFRMPO's declaration on the nonattainment designation of northern Weld County, the TC's approval of the GHG Planning Standard, and the schedule and approach for updating the 2045 Regional Transportation Plan (RTP) to meet GHG requirements.

## **Metropolitan Planning Organization (MPO) Agenda**

Chair Karspeck opened the MPO portion of the meeting.

### **REPORTS:**

#### Report of the Chair

Chair Karspeck appointed Clark as Chair of the HR Committee. Additional members of the HR Committee will include Mellon, Isbell, Stephens, Arndt, and Baszler. James will chair the Finance Committee. Additional members of the Finance Committee will include Rennemeyer, Stephens, Clark, Isbell, and Olson.

#### Executive Director Report

Mallette highlighted the NFRMPO's 2021 Annual Report, the VanGo™ Annual Survey results, and the quarterly VanGo™ report.

#### TAC

A written report was provided.

#### Mobility

A written report was provided.

#### Finance

A written report was provided.

#### Community Advisory Committee (CAC)

A written report was provided.

### **CONSENT AGENDA:**

No items this month.

### **ACTION ITEMS:**

Executive Director Annual Goals – Mallette identified three annual goals for 2022, including exploring and identifying sustainable funding for Ride NoCo, developing Transportation Demand Management (TDM) strategies and programs, and exploring development of a Transportation Management Organization (TMO) within the region. Council members discussed the TDM and TMO goals, such as how the goals relate to GHG compliance and types of stakeholders for both efforts.

James **moved** to approve the Executive Director Annual Goals for 2022. The motion was **seconded** by Chair Karspeck / Stephens and **passed** unanimously.

December 2021 Off-Cycle TIP Amendment – Cunningham described the TIP Amendment which removes two projects from the TIP. No public comments were received during the public comment period. TAC recommended Planning Council approval of the TIP Amendment.

Stephens **moved** to approve RESOLUTION NO. 2022-01 *APPROVING THE DECEMBER 2021 OFF-CYCLE AMENDMENT TO THE FY2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)*. The motion was **seconded** by James and **passed** unanimously.

NFRMPO 10-Year Pipeline of Projects Update – Karasko provided background on the 10-Year List and the reason for updating the list. She noted changes to the 10-Year list since it was discussed by Council in December, including splitting two projects (US34 & WCR17 and Spaghetti Junction) into separate phases and reordering projects based on phasing identified by CDOT Region 4. Mallette noted the NFRMPO Chair will use the list to recommend projects at the Four Chair TPR meeting, after which Region 4 would decide on a list of projects to submit to CDOT Headquarters.

James **moved** to approve RESOLUTION NO. 2022-02 *READOPTING THE 10-YEAR PIPELINE OF PROJECTS LIST*. The motion was **seconded** by Stephens and **passed** unanimously.

### **DISCUSSION ITEM:**

2018-2022 NFRMPO Targets for Safety Performance Measures – Cunningham stated the NFRMPO and CDOT are federally required to set targets annually for five safety performance measures. The NFRMPO may adopt CDOT's targets or set targets specific to the NFRMPO region. Cunningham explained CDOT's methodology for setting statewide targets for the current performance period, which covers 2018 through 2022. Instead of forecasting the five-year average, as has been done in the past, CDOT's targets reflect 2019 actual values because the 2020 data was considered unreliable for forecasting due to the substantial increase in the fatality rate in 2020. Due to data processing delays at CDOT, the NFRMPO has not received region-specific crash data for 2020 and the statewide crash data for 2020 has not been finalized. It is unknown when the data will be available and the deadline for setting targets is February 27, 2022.

Olson noted the importance of understanding trends by crash type to set safety targets and inform project selection. James asked how the safety targets impact the 10-Year Pipeline of Projects. Cunningham explained CDOT considers projects when setting statewide targets and noted the NFRMPO has supported statewide targets instead of setting regionally specific targets because the NFRMPO does not have safety-specific funding sources. Bracke and Stephens discussed how the targets relate to Vision Zero, such as the Vision Zero components of the IIJA and the NFRMPO Vision Zero Policy.

NFRMPO staff will bring information to the February Council meeting on how the safety targets relate to project selection for the 10-Year Pipeline of Projects and how the targets relate to Vision Zero.

### **COUNCIL REPORTS:**

Transportation Commission – Bracke expressed appreciation for all the support for recovery efforts from the Marshall Fire. She noted over \$200M in construction work was completed on North I-25 in the last year and stated the Transportation Commission's approval of the GHG Rule was a notable achievement.

CDOT R4 Update – Hadley stated the planning totals for the 10-Year Plan have not been finalized yet; planning totals will be presented at the January Transportation Commission meeting. Transportation Commission approval of projects in years five through eight is expected in May or June 2022. CDOT R4 is estimating R4 will receive \$254M for those four years excluding funds from HPTE, Bridge Enterprise, and loans. A survey is available through January 14 for TPRs and MPOs to identify project priorities. CDOT R4's draft list includes \$87M to I-25 Segment 5 which would cover design, ROW, utilities, initial work for one bridge interchange, and enable future widening. CDOT sent a letter to Roadis to enter Phase 2 of the Public Private Partnership (3P) process; however, Phase 2 will not be completed by June 2022, so R4's 10-Year List will still include North I-25.

Olson asked if the delay of the SB260 fee, as announced by Governor Polis, will be incorporated into the planning totals. Mallette stated the one-year delay impacts the HUTF increase. Hadley stated CDOT staff will confirm the funding impact.

I-25 Coalition/US34 Coalition – Vice Chair James stated the I-25 Coalition meeting included updates on Segments 6, 7 and 8. There is interest in proactively pursuing funding and grants for North I-25 and US34.

Host Council Member Report – Olson stated the Greeley On the Go Transportation Master Plan will be completed this summer and has had robust public participation. Greeley is working with Weld County on O St and 59<sup>th</sup> Ave and the roundabout at O St and 35<sup>th</sup> Ave. Conceptual design on 83<sup>rd</sup> Ave between US34 Business and 12<sup>th</sup> St is underway. Buses are expected to be delivered this month for the Greeley Evans Transit (GET) CMAQ bus grant.

### **MEETING WRAP-UP:**

Next Month's Agenda Topic Suggestions  
None.

The meeting was adjourned at 7:26 p.m.

Meeting minutes submitted by: Medora Bornhoft, NFRMPO Staff

Dedicated to protecting and improving the health and environment of the people of Colorado

January 2022 Report from the Air Pollution Control Division to the  
North Front Range Transportation and Air Quality Planning Council  
Thursday, February 3, 2022

### Air Pollution Control Division (Division) Updates

- The Division released the final version of its [Climate Equity Framework](#), which lays out specific actions to guide the implementation of the state's ambitious air quality and climate policies and programs to advance equity and environmental justice.
- The Division will be hosted a kick-off meeting (via Zoom) to discuss the upcoming Clean Heat Plan emissions reduction calculation development process. The [presentation](#) included discussion of the following:
  - Senate Bill 21-264 requirements
  - Timeline to develop calculation methods
  - Process to develop calculation methods
  - Organizing the development technical workgroup
- The Division and the Regional Air Quality Council (RAQC) are hosted two listening sessions to share basic ozone information, identify planning processes and potential reduction strategies, and provide opportunities to share concerns and suggestions. Presentation slides are posted [here](#).
- The Division, the Colorado Energy Office, Department of Transportation, Department of Natural Resources, and Department of Agriculture released their first [Biannual GHG Emissions Report](#), pursuant to Executive Order B202101. This report provides additional detail and context for near-term actions identified in the Colorado Greenhouse Gas Roadmap.

### January 2022 Commission meeting:

- The Commission did not meet in the month of January.

### February 2022 Commission meeting:

- The Division will request that the Commission set a hearing to consider a proposal to revise Regulation Number 6, Part A (NSPS) to incorporate by reference changes the EPA made to its New Source Performance Standards and/or Emission Guidelines.
- The Division will request that the Commission set a hearing to consider revisions Regulation Number 8, Parts A and E (MACT Standards) to incorporate by reference

changes the EPA made to its National Emission Standards for Hazardous Air Pollutants rules.

- Representatives from the Division will brief the Commission regarding the **implementation of the Commission's oil and gas preproduction monitoring** program.
- Representatives of CDOT and/or CEO will provide a briefing to the Commission regarding Advanced Clean Trucks.



## MEMORANDUM

**To: NFRMPO Planning Council**

**From: Medora Bornhoft**

**Date: February 3, 2022**

**Re: NFRMPO Air Quality Program Updates**

### Background

#### 2015 Ozone Boundary Update

As of January 25, 2022, the D.C. Circuit Court of Appeals has not ruled on Weld County's motion requesting a judicial stay on the redesignation of northern Weld County as nonattainment for the 2015 ozone standard. The court ruling is anticipated to occur no earlier than March 2022.

#### GHG Transportation Budgets

NFRMPO staff continue to participate in the two technical working groups convened by CDOT to support the development of procedures and/or guidelines for implementing the recently adopted GHG Pollution Standard. In addition, NFRMPO staff will serve on the State Interagency Consultation Team (IACT), which is the group identified in the GHG Planning Standard as responsible for approving modifications to Regionally Significant definitions, modeling assumptions, and projects that reduce GHG emissions. CDOT will convene the IACT for its first meeting in February.

The NFRMPO and DRCOG are submitting a letter to CDOT and APCD to request GHG analyses be completed using the more user-friendly "Inventory" mode in the EPA's MOtor Vehicle Emission Simulator (MOVES) model instead of the more complex "Emission Rates" mode. In addition, the two MPOs are requesting technical support to allow the MPOs to conduct in-house MOVES modeling to enable iterative testing of GHG reduction strategies.

### Action

NFRMPO staff invites Planning Council member feedback on the NFRMPO Air Quality Program.

**EXECUTIVE SUMMARY of the  
TECHNICAL ADVISORY COMMITTEE (TAC)  
North Front Range Transportation and Air Quality Planning Council  
January 19, 2022**

**APPROVAL OF THE DECEMBER 15, 2021 TAC MINUTES**

Klockeman moved to approve the December 15, 2021 TAC minutes. Relford seconded the motion, which was approved unanimously.

**AIR QUALITY AGENDA**

**Regional Air Quality Updates** – Ferko noted RAQC continues to develop the SIP. Coffin stated there are two SIP listening sessions, one on January 20 and on January 22, 2022. Bornhoft stated the redesignation of northern Weld County as nonattainment went into effect at the end of December 2021. Bornhoft stated the Transportation Commission approved the GHG standards, and the standards incorporated some high priority NFRMPO comments. CDOT has convened two groups for implementation, and NFRMPO staff is a member of both. The NFRMPO opened a Call for Amendments for the 2045 RTP to amend in major projects which need to be included prior to adopting the 2050 RTP. Bornhoft sent out the request on January 14, 2022, with a deadline of January 28, 2022.

**ACTION ITEMS**

**Transfort FY2022 Program of Projects (POP)** – Buckman moved to recommend Planning Council approval of TIP revisions for the Program of Projects (POP) for Federal Fiscal Year (FFY) 2022 FTA sections 5307, 5310 and 5339 apportionments for the Fort Collins Transportation Management Area (TMA). Klockeman seconded the motion, which was approved unanimously.

**January 2022 TIP Amendment** – Cunningham stated there was one request to amend the FY2022-2025 TIP from the City of Fort Collins to add the *Transfort Non-Revenue Maintenance Vehicles* project. Baxter moved to recommend Planning Council approve the January 2022 Transportation Improvement Program (TIP) Amendment to the FY2022-FY2025 TIP. Buckman seconded motion, which was approved unanimously.

**2018-2022 NFRMPO Targets for Safety Performance Measures** – Cunningham reviewed the Planning Council discussion of the targets for the federally required Safety Performance Measures. Cunningham explained the NFRMPO Safety Vision adopted by Planning Council in 2020, including identified NFRMPO Actions. Changes to project scoring implemented in the 2021 Call for Projects will impact future performance periods, not the current period. Cunningham noted the federal safety targets are separate efforts from the 10-Year Priority List of Projects and the Strategic Transportation Safety Plan, but all use the same data, analysis, and programed projects to move toward long term goals. Klockeman moved to recommend Planning Council adopt targets by supporting the 2018-2022 statewide targets set by the Colorado Department of Transportation (CDOT) for the five federally required Highway Safety Performance Measures by agreeing to plan and program projects to contribute toward accomplishment of those Targets. Oberschmidt seconded the motion, which was approved unanimously.

**DISCUSSION ITEMS**

**2021 Call for Projects** – Cunningham summarized the projects received during the 2021 Call for Projects: \$15.8M is available to award and 20 applications were submitted requesting \$23.8M. NFRMPO staff analyzed the projects, including preliminary GHG analyses, performance measures, and project location analyses within Environmental Justice (EJ), communities of concern (COC), and Disproportionally Impacted (DI) communities. Cunningham reviewed the recommended projects and next steps, including the presentations to Council at their February 3, 2022 meeting. Klockeman stated TAC and NFRMPO staff should revisit scoring performance measure achievement in the next Call for Projects to be less subjective. Cunningham stated the recommended projects did not hit the small community target. Relford recommended providing this information to Planning Council.

**Executive Summary of the  
North Front Range Metropolitan Planning Organization  
Community Advisory Committee**

January 13, 2022

**Attendees:** AnnaRose Cunningham, Alex Gordon, Cliff Moore, Gary Strome, Kathleen Mitchell, Ruthie Rollins, Jonathan Dent, Diego Lopez, Hunter Rivera, Erin Bergquist, Anna Kelso

**Call for Projects**

The group discussed each funding source and projects submitted during the 2021 Call for Projects.

- CMAQ
  - **Q:** Will Transfort use Charge Ahead Colorado funds for the On Route Battery Electric Bus Chargers? **A:** Additional funding for the buses, but the NFRMPO is only aware of CMAQ and local funds.
  - **Q:** Do the same communities apply each Call for Projects? **A:** The Call for Projects is open to any community in our region, but small communities often chose not to apply because of the additional federal requirements. The NFRMPO tries to make it easier for smaller communities to apply, including options like the STBG small community funding target. Partnerships are also important to leverage larger community capacity for smaller communities.
  - NFRMPO staff will follow up on how existing adaptive signal technologies work. The group discussed the feedback loop for projects after they have received funding.
  - **Q:** When is Fort Collins purchasing their electric buses? **A:** The electric buses are expected in early 2022
- STBG
  - **Q:** What does “waitlisted” mean? **A:** Additional funding will go to those projects if it becomes available without having to reapply. NFRMPO staff will contact project sponsors if additional funding becomes available.
  - **Q:** What part of 37<sup>th</sup> St did Evans apply for? **A:** Evans applied for the area near 65<sup>th</sup> Ave, near where the new middle school was built. CAC member noted there are a lot of kids walking in ditches, so this is a good project. The group also discussed Safe Routes to Schools opportunities and potential partnerships for areas near unincorporated land.
  - **Q:** The group discussed whether the number of points allotted to multimodal improvements was low. The group also discussed freight connectivity needs, and how the feedback from this discussion will tie into new and updated regional performance measures.
  - **Q:** Does crash data tell the whole story? Cyclists and pedestrians can choose other options if they feel unsafe at intersections. **A:** The NFRMPO is partnering to create a Hazard Reporter Tool to help local communities potential issue areas. The group also discussed how the Call for Projects can be more proactive rather than reactive.
- TA
  - **Q:** Will there be QR codes to get more information at the wayfinding signs? **A:** This question will be taken to NoCo Bike/Ped as a suggestion.

**Funding**

Gordon presented on federal and state funding opportunities coming in the next few years. State funding is available soon and has a 10-year horizon. Federal funding should be for the next five years. Gordon and Cunningham will ensure better communication to ensure CAC members have opportunities to provide comment on the 10-Year List of Projects and priority lists.

The meeting adjourned at 7:30 p.m. The next meeting date will be February 10, 2021.

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
February 3, 2022 Windsor	FY2022 Program of Projects (POP)	Katlyn Kelly Transfort
<b>Objective/Request Action</b>		
Approve TIP revisions for the Program of Projects (POP) for Federal Fiscal Year (FFY) 2022 FTA sections 5307, 5310 and 5339 apportionments for the Fort Collins Transportation Management Area (TMA).		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<p>The City of Fort Collins/Transfort has planned the following Program of Projects for FFY 2022 Federal Transit Administration (FTA) Section's 5307, 5310 &amp; 5339 apportionment for the Fort Collins Transportation Management Area (TMA). Once final apportionments have been announced by the FTA, final dollar amounts may change, but identified projects will remain the same. The City of Fort Collins is the Designated Recipient of FTA Section 5307, 5310 &amp; 5339 funding for the Fort Collins TMA. Section 5307 &amp; 5339 funds are used for public transportation facilities and projects, and Section 5310 funding is used for the Enhanced Mobility of Seniors and Individuals with Disabilities.</p> <p>Fort Collins works with other TMA members to develop a distribution of available funds and identify the projects to be funded.</p> <p>Of particular note with the FY22 funding:</p> <ul style="list-style-type: none"><li>• A virtual public meeting was held from 9 -10 am at the Downtown Transit Center in Fort Collins on December 15, 2022. Public notice of the meeting was published in the two primary TMA newspapers.</li><li>• An online notice was on the Transfort website for two weeks with contact information to provide feedback.</li><li>• There have been no question or concerns on the program to date.</li><li>• City of Loveland Transit (COLT) will be coming in for FTA funds as a direct recipient in 2021.</li><li>• Full FY22 apportionments have not yet been released, program funding amounts were estimated using FY21 full apportionments, less the estimated share for COLT.</li><li>• Funding Exchange will remain in effect for Berthoud, NFRMPO and COLT 5310 funds.</li></ul>		
<b>Committee Discussion</b>		
This is the first and only time Planning Council has discussed the FFY 2022 TMA POP for recommendation to Planning Council for approval. TAC recommended Planning Council approval of the FY2022 POP at their January 19, 2022 meeting.		
<b>Supporting Information</b>		
<p>There is a planning requirement under 49 USC Chapter 53 for designated recipients of FTA sections 5307, 5310, and 5339 funding to develop a POP for inclusion in the Transportation Improvement Program (TIP). A POP is a project list proposed by the Designated Recipient in cooperation with the MPO funded using the urbanized area's 5307, 5310, and 5339 apportionments.</p> <p>The POP includes a brief project description, including any sub-allocation among public transportation providers, total project costs, and the federal share for reach project.</p> <p>The responsibilities of the Designated Recipient are as follows:</p> <ul style="list-style-type: none"><li>• Allocate the relevant apportionment among recipients in the urbanized area or areas based on local needs and arrangements, and in coordination with the MPO(s).</li></ul>		



- Identify and select the projects that the MPO will include in a Metropolitan Transportation plan, TIP, long range statewide transportation plan, statewide transportation improvement program (STIP), and/or unified planning work program (UPWP)
- Submit a grant application for the applicable Section POP and/or authorize other eligible applicants to apply for all or part of the apportionment, and notify FTA of such authorizations
- Ensure the annual POP complies with the requirements that at least one percent is used for public transportation security projects unless all security needs are certified to have been met
- Each Designated Recipient must verify that appropriate documentation of designation is on file with FTA and, if not, provide such documentation

The City of Fort Collins, with the assistance of the TMA members, developed a POP for each Section's funding. Fort Collins is submitting the POP for TAC approval. This item will be presented at the February 3, 2022 Planning Council meeting for approval and subsequent inclusion in the FY2022-2025 TIP and STIP.

•

#### Advantages

Complies with the public participation process as determined by 49 USC Chapter 35 and prepares or authorizes funding use by the various agencies.

#### Disadvantages

None noted.

#### Analysis/Recommendation

The City of Fort Collins has done their due diligence in preparing and working with the TMA partners. They have met all federal requirements as the Designated Recipient of these specific FTA funds. This includes posting public notice of the Program of Projects in TMA publications and holding a public meeting for comment. TAC recommends Planning Council approve the FY2022 Program of Projects.

#### Attachments

- FFY 2022 Program of Projects
- December 15, 2022 Public Hearing Public Notice
- FTA 5307, 5310, and 5339 Factsheets
- FFY21 Full apportionment notices ([5307](#), [5310](#), & [5339](#))
- ***Resolution 2022-03***
- FFY 2022 Program of Projects Presentation

**2022 FTA SECTIONS 5307, 5310 & 5339 - CITY OF FORT COLLINS PROGRAM OF PROJECTS**

**5307 - Estimated FY22 Apportionment - City of Fort Collins**

**\$3,639,660**

**Source of Funds (Federal and Local)**

<b>5307 Project Description</b>	<b>Project Sponsor</b>	<b>Total Project Cost</b>	<b>Federal</b>	<b>Local</b>	<b>Local Match Requirement</b>
Maintain, Repair and Replace Assets	Fort Collins	\$ 1,333,552.50	\$ 1,066,842.00	\$ 266,710.50	20%
1% Security Projects	Fort Collins	\$ 45,495.00	\$ 36,396.00	\$ 9,099.00	20%
Capital Costs of Contracting	Fort Collins	\$ 841,055.00	\$ 336,422.00	\$ 504,633.00	60%
Fixed Route Operating Expenses	Fort Collins	\$ 3,600,000.00	\$ 1,800,000.00	\$ 1,800,000.00	50%
Transit Planning, Design, and Capital	Fort Collins	\$ 500,000.00	\$ 400,000.00	\$ 100,000.00	20%
	Total Project	\$ 6,320,102.50			
	Total Federal	\$ 3,639,660.00			

**5310 - Estimated FY22 Apportionment - City of Fort Collins**

**\$237,539**

**Source of Funds (Federal and Local)**

<b>5310 Project Description</b>	<b>Project Sponsor</b>	<b>Total Project Cost</b>	<b>Federal</b>	<b>Local</b>	<b>Local Match Requirement</b>
Goods and Services for Seniors and Individuals with Disabilities	Fort Collins	\$ 296,923.75	\$ 237,539.00	\$ 59,384.75	20%
	Total Project	\$ 296,923.75			
	Total Federal	\$ 237,539.00			

**5339 - Estimated FY22 Apportionment - City of Fort Collins**

**\$353,242**

**Source of Funds (Federal and Local)**

<b>5339 Project Description</b>	<b>Project Sponsor</b>	<b>Total Project Cost</b>	<b>Federal</b>	<b>Local</b>	<b>Local Match Requirement</b>
Repair/Replace/Enhance projects related to Rolling Stock, Facilities and Technology	Fort Collins	\$ 441,552.50	\$ 353,242.00	\$ 88,310.50	20%
	Total Project	\$ 441,552.50			
	Total Federal	\$ 353,242.00			

## NOTICE

The City of Fort Collins/Transfort has planned the following Program of Projects for Federal Fiscal Year (FFY) 2022 Federal Transit Administration (FTA) Sections 5307, 5310 & 5339 apportionment for the Fort Collins Transportation Management Area (TMA). Once final apportionments have been announced by the FTA, final dollar amounts may change, but identified projects will remain the same. The City of Fort Collins is the Designated Recipient of FTA Section 5307, 5310 & 5339 funding for the Fort Collins TMA. Beginning in FY20, City of Loveland became a Direct Recipient for 5307 and 5339 funds. Section 5307 & 5339 funds are used for public transportation facilities and projects, and Section 5310 funding is used for the Enhanced Mobility of Seniors and Individuals with Disabilities.

- FY22 Section 5307 approximate available funding: \$3,639,660
- FY22 Section 5310 approximate available funding: \$237,539
- FY22 Section 5339 approximate available funding: \$353,242

The Proposed Program of Projects (POP) includes:

### 5307 Program

- Maintain, Repair and Replace Assets \$1,066,842 Federal, \$266,710 Local Match
- Security Projects \$36,396 Federal, \$9,099 Local Match
- Capital Costs of Contracting \$336,422 Federal, \$504,633 Local Match
- Fixed Route Operating Expenses \$1,800,000 Federal, \$1,800,000 Local Match
- Transit Planning, Design and Capital \$400,000 Federal, \$100,000 Local Match

### 5310 Program

- Goods and Services for Seniors and Individuals with Disabilities - \$237,539 Federal, \$59,384 Local Match

### 5339 Program

- Repair/Replace/Enhance projects related to Rolling Stock, Facilities & Technology - \$353,242 Federal, \$88,310 Local Match

Total Project Costs - \$7,058,579

Total Federal Costs - \$4,230,441

Total Local Costs - \$2,828,138



Detailed information on the aforementioned projects may be obtained by contacting Kaley Zeisel at Transfort / Dial A Ride (970) 224-6067 / [kzeisel@fcgov.com](mailto:kzeisel@fcgov.com)). Public comment is encouraged and if warranted, the Program of Projects may be amended prior to publication of the final Program of Projects. The public is invited to comment on the POP and other amendments to the FY 2022 Transportation Improvement Program (TIP) through the North Front Range Metropolitan Planning Organization (NFRMPO). A public meeting will be held virtually on Tuesday, December 15<sup>th</sup>, 2022 from 9:00 – 10:00 am to allow for questions and comments. To register for the public meeting, please email [kzeisel@fcgov.com](mailto:kzeisel@fcgov.com) by December 13<sup>th</sup>, 2020 and virtual meeting information will be provided.

Comments can also be submitted via the Transfort website ([ridetransfort.com](http://ridetransfort.com)) under Plans and Projects, Program of Projects. All members of the public are encouraged to attend and provide comment at this open public hearing.

Pending no amendments after the public hearing, this proposed FFY2022 Program of Projects will be considered the final Program of Projects and will be forwarded to the Transportation Advisory Council and NFRMPO Planning Council for initial review. This public notice and time established for public review and comments on the TIP will satisfy the FTA Program of Projects requirements for the Urbanized Area Formula Program. This notice will serve as the final POP unless projects contained within are amended.



U.S. Department of Transportation  
Federal Transit Administration



**FACT SHEET:**  
**URBANIZED AREA FORMULA PROGRAM GRANTS**  
**49 U.S.C. Chapter 53, Sections 5307 & 5340**

	<b>FY16 (in millions)</b>	<b>FY17 (in millions)</b>	<b>FY18 (in millions)</b>	<b>FY19 (in millions)</b>	<b>FY20 (in millions)</b>
Passenger Ferry	\$30.00	\$30.00	\$30.00	\$30.00	\$30.00
Urbanized Area Formula (5307)	\$4,508.90	\$4,599.68	\$4,696.90	\$4,797.11	\$4,899.45
Growing States/High Density Formula (5340)	\$536.26	\$544.43	\$552.78	\$561.31	\$570.03
<b>Urbanized Area Formula Program TOTAL</b>	<b>\$5,075.16</b>	<b>\$5,174.11</b>	<b>\$5,279.68</b>	<b>\$5,388.42</b>	<b>\$5,499.48</b>

**PROGRAM PURPOSE:** The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance and for transportation related planning in urbanized areas. An urbanized area is an Census-designated area with a population of 50,000 or more as determined by the U.S. Department of Commerce, Bureau of the Census.

**Statutory References:** 49 U.S.C. Section 5307 and 5340 / FAST ACT Sections 3004, 3016

**Program Requirement:** <https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/urbanized-area-formula-program-guidance-and>

**Eligible Recipients:** Funding is made available to designated recipients, which must be public bodies with the legal authority to receive and dispense Federal funds. Governors, responsible local officials and publicly owned operators of transit services are required to designate a recipient to apply for, receive, and dispense funds for urbanized areas pursuant to 49 U.S.C. 5307(a)(2). The Governor or Governor's designee is the designated recipient for urbanized areas between 50,000 and 200,000.

**Eligible Activities:** Eligible activities include planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and

some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. For urbanized areas with populations less than 200,000, operating assistance is an eligible expense.

For urbanized areas with 200,000 in population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds. For urbanized areas under 200,000 in population, the funds are apportioned to the Governor of each state for distribution.

### **What's Changed?**

The 100 Bus Rule has been expanded to include demand-response service, excluding ADA complementary paratransit service. An exception to the 100 Bus Rule has been added as well. If a public transportation system executes a written agreement with one or more other public transportation systems within the urbanized area to allocate funds by a method other than by measuring vehicle revenue hours, each public transportation system that is part of the written agreement may follow the terms of the written agreement instead of the measured vehicle revenue hours.

Under Grant Recipient Requirements, a provision has been added that directs recipients to maintain equipment and facilities in accordance with their transit asset management plan.

Recipients are no longer required to expend 1% of their funding for associated transit improvements. However, recipients are still required to submit an annual report listing projects that were carried out in the preceding fiscal year.

### **Funding:**

**Federal Share:** The Federal share is not to exceed 80 percent of the net project cost. The Federal share may be 90 percent for the cost of vehicle-related equipment attributable to compliance with the Americans with Disabilities Act and the Clean Air Act. The Federal share may also be 90 percent for projects or portions of projects related to bicycles. The Federal share may not exceed 50 percent of the net project cost of operating assistance.

**Formula Details:** Funding is apportioned on the basis of legislative formulas. For areas of 50,000 to 199,999 in population, the formula is based on population and population density. For areas with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles as well as population and population density.

**Passenger Ferry Grant Program:** \$30 million is set aside for passenger ferry grants, to be allocated through competitive selection.

**Anything else relevant:** Funds are available the year appropriated plus five years.

### **Other:**

- Match can come from [other Federal \(non-DOT\) funds](#). This can allow local communities to implement programs with 100 percent federal funding.
- Agencies that receive Section 5307 funding must offer [half fare or reduced fare](#) to people with disabilities and seniors during off-peak hours for fixed-route services.

**For Additional Information on FTA and the FAST Act, please visit:** [www.transit.dot.gov/fastact](http://www.transit.dot.gov/fastact)



U.S. Department of Transportation  
Federal Transit Administration



**FACT SHEET:**

**ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES  
Chapter 53 Section 5310**

	FY 2015/ MAP-21	FY 2016 (in millions)	FY 2017 (in millions)	FY 2018 (in millions)	FY 2019 (in millions)	FY 2020 (in millions)
5310 Formula Grants	\$258.3	\$262.95	\$268.21	\$273.84	\$279.65	\$285.58
Discretionary Pilot Program	<u>n/a</u>	<u>\$2.00</u>	<u>\$3.00</u>	<u>\$3.25</u>	<u>\$3.50</u>	<u>\$3.50</u>
<b>5310 Total</b>	\$258.3	\$264.95	\$271.21	\$277.09	\$283.15	\$289.08

**PROGRAM PURPOSE:**

To improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

**Statutory References:** 49 U.S.C. Section 5310 / FAST Act Section 3006

**Program Guidance:** [FTA Circular C. 9070.1G Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions.](#)

**Eligible Recipients:**

Formula funds are apportioned to direct recipients:

- States for rural and small urban areas (small UZAs) and designated recipients chosen by the Governor of the State for large urban areas (large UZAs); or
- State or local governmental entities that operates a public transportation service.
- Direct recipients have flexibility in how they select subrecipient projects for funding, but their decision process must be clearly noted in a state/program management plan.
- The selection process may be: Formula-based, Competitive, or Discretionary and subrecipients can include: States or local government authorities, private non-profit organizations, or operators of public transportation.

**Eligible Activities:**

- At least 55 percent of program funds must be used on capital or “traditional” 5310 projects. Examples include:

- Buses and vans; wheelchair lifts, ramps, and securement devices; transit-related information technology systems including scheduling/routing/one-call systems; and mobility management programs.
- Acquisition of transportation services under a contract, lease, or other arrangement. Both capital and operating costs associated with contracted service are eligible capital expenses. User-side subsidies are considered one form of eligible arrangement. Funds may be requested for contracted services covering a time period of more than one year. The capital eligibility of acquisition of services as authorized in 49 U.S.C. 5310(b)(4) is limited to the Section 5310 program.
- The remaining 45 percent is for other “nontraditional” projects. Under MAP-21, the program was modified to include projects eligible under the former 5317 New Freedom program, described as: Capital and operating expenses for new public transportation services and alternatives beyond those required by the ADA, designed to assist individuals with disabilities and seniors. Examples include:
  - Travel training; volunteer driver programs; building an accessible path to a bus stop including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features; improving signage, or way-finding technology; incremental cost of providing same day service or door-to-door service; purchasing vehicles to support new accessible taxi, rides sharing and/or vanpooling programs; and mobility management.

### What’s Changed?

- A State or local governmental entity that operates a public transportation service and that is eligible to receive direct grants under 5311 or 5307 is now an eligible direct recipient for Section 5310 funds.
- FTA shall disseminate a collection of *Best Practices* to public transportation stakeholders on innovation, program models, new services delivery options, performance measure findings, and transit cooperative research program reports.
- Section 3006(b): a new discretionary pilot program for innovative coordinated access and mobility - open to 5310 recipients and subrecipients – to assist in financing innovative projects for the transportation disadvantaged that improve the coordination of transportation services and non-emergency medical transportation (NEMT) services; such as: the deployment of coordination technology, projects that create or increase access to community One-Call/One-Click Centers, etc.
- Section 3006(c): Requires the interagency transportation Coordinating Council on Access and Mobility (CCAM) to create an updated strategic plan on transportation coordination across federal agencies, and develop a cost-sharing policy

### Funding:

#### Federal Share:

- Federal share is 80 percent for capital projects.
- Federal share is 50 percent for operating assistance.

#### Formula Details:

- Based on Census data, the formula funds are apportioned to each State based on the number of older adults and individuals with disabilities and allocated by area:
  - Large UZAs: 60%
  - Small UZAs: 20%
  - Rural: 20%
  - States can transfer small urban or rural allocations to large UZA’s but not the other way around.



Other:

- Match can come from other Federal (non-DOT) funds. This can allow local communities to implement programs with 100 percent federal funding. One example is Older Americans Act (OAA) Title IIIB Supportive Services Funds:  
<https://acl.gov/about-acl/authorizing-statutes/older-americans-act>
- 5310 program recipients may partner with meal delivery programs such as the OAA-funded meal programs (to find local programs, visit: [www.Eldercare.gov](http://www.Eldercare.gov)) and the USDA Summer Food Service Program <http://www.fns.usda.gov/sfsp/summer-food-service-program-sfsp>. Transit service providers receiving 5310 funds may coordinate and assist in providing meal delivery services on a regular basis if they do not conflict with the provision of transit services.
- FTA requires its formula grantees to provide half fare service for fixed route service supported with FTA funds to older adults and individuals with disabilities who present a Medicare card:  
<https://www.transit.dot.gov/regulations-and-guidance/civil-rights-ada/half-fare-triennial-guidance-fy2011>
- A person whose addiction to drugs poses a substantial limitation on one or more major life activities is a person with a disability and is eligible to receive transportation through the Section 5310 program, including to a drug treatment center.

**For Additional Information on FTA and the FAST Act, please visit: <https://www.transit.dot.gov/fast>**



U.S. Department of Transportation  
Federal Transit Administration



**FACT SHEET:**  
**GRANTS FOR BUS AND BUS FACILITIES**  
**SECTION 5339**

Program Component	FY 2015/ MAP-21	FY 2016 (in millions)	FY 2017 (in millions)	FY 2018 (in millions)	FY 2019 (in millions)	FY 2020 (in millions)
Formula	\$427.80	\$427.80	\$436.36	\$445.52	\$454.96	\$464.61
Bus Discretionary	n/a	\$213.00	\$228.60	\$246.51	\$267.06	\$289.04
Low & No Emissions Discretionary	n/a	\$55.00	\$55.00	\$55.00	\$55.00	\$55.00
<b>5339 Program TOTAL</b>	\$427.8	\$695.80	\$719.96	\$747.03	\$777.02	\$808.65

**Purpose**

The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

**Statutory References**

49 U.S.C. Section 5339 / FAST Act Section 3017

**Program Guidance:** [FTA Circular C 5100.1 Bus and Bus Facilities Program: Guidance and Application Instructions.](#)

**Eligible Recipients**

- Eligible Recipients include designated recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; and State or local governmental entities that operate fixed route bus service that are eligible to receive direct grants under 5307 and 5311.
- Subrecipients: An eligible recipient that receives a grant under the formula or discretionary programs may allocate amounts from the grant to subrecipients that are public agencies or private nonprofit organizations engaged in public transportation.

### **Eligible Activities**

- Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

### **What's Changed?**

- State and local government entities that operate fixed route bus service and that are eligible to receive direct grants under 5307 and 5311 may now be direct recipients of Section 5339 funds, regardless of their designated recipient status.
- Two discretionary components have been added to the program: A bus and bus facilities competitive program based on asset age and condition, and a low or no emissions bus deployment program. A solicitation of proposals for competitive funding including requirements and procedures will be published in an annual Notice of Funding Availability (NOFA) as soon as possible.
- A new pilot provision allows designated recipients in urbanized areas between 200,000 and 999,999 in population to participate in voluntary state pools to allow transfers of formula funds between designated recipients from FY 2016 through FY 2020.
- Allows states to submit statewide applications for bus needs.
- The minimum state allocation under the formula was raised to \$1.75M from \$1.25M; the territory allocation was unchanged.
- Grantees may use up to 0.5% of their 5339 allocation on Workforce Development activities.

### **Funding**

- Federal Share: The Federal share is not to exceed 80 percent of the net project cost.
- Formula Details
  - National Distribution – \$90.5 million will be allocated each year among all States and territories, with each state receiving \$1.75 million and each territory (including D.C. and Puerto Rico) receiving \$500,000.
  - Apportionment Formula – The remainder of program funds will be apportioned based on population and service factors using the Section 5307 Urbanized Area Formula Program apportionment formula.
- Period of Availability: Funds are available for three years after the fiscal year in which the amount is apportioned.

**For Additional Information on FTA and the FAST Act, please visit: [www.fta.dot.gov/fastact](http://www.fta.dot.gov/fastact)**



**RESOLUTION NO. 2022-03**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**REVISING THE FY2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REGARDING FTA \$5307,**  
**\$5310, \$5339 FORT COLLINS/LOVELAND/BERTHOUD TRANSPORTATION MANAGEMENT AREA (TMA)**  
**PROGRAM OF PROJECTS FOR FFY22**

**WHEREAS**, 23 CFR PART §450.324 requires the development of a fiscally constrained Transportation Improvement Program (TIP) for Metropolitan Planning Organizations through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council as the Metropolitan Planning Organization (MPO) is the agency responsible for developing the TIP in accordance with the above stated regulation; and

**WHEREAS**, transportation projects programmed in the FY2022-2025 TIP are consistent with the adopted 2045 Regional Transportation Plan (RTP), adopted September 5, 2019; and

**WHEREAS**, the Air Quality Conformity Finding conducted on the FY2022-2025 TIP was positive, and all of the projects in the FY2022-2025 TIP come from the conforming 2045 RTP and this revision does not change the positive conformity finding on the FY2022-2025 TIP;

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby revises the FY2022-2025 TIP updating the following transit projects and funding:

- FTA \$5307 – Maintain, Repair, & Replace Assets, 1% Security Projects, Capital Costs of Contracting, and Fixed-Route Operating Expenses
  - FY22 Apportionment of \$3,639,660 (Federal)
- FTA \$5310 – Goods and Services for Seniors and Individuals with Disabilities
  - FY22 Apportionment of \$237,539 (Federal)
- FTA \$5339 – Repair/Replace/Enhance projects related to Rolling Stock, Facilities, and Technology
  - FY22 Apportionment of \$353,242 (Federal)

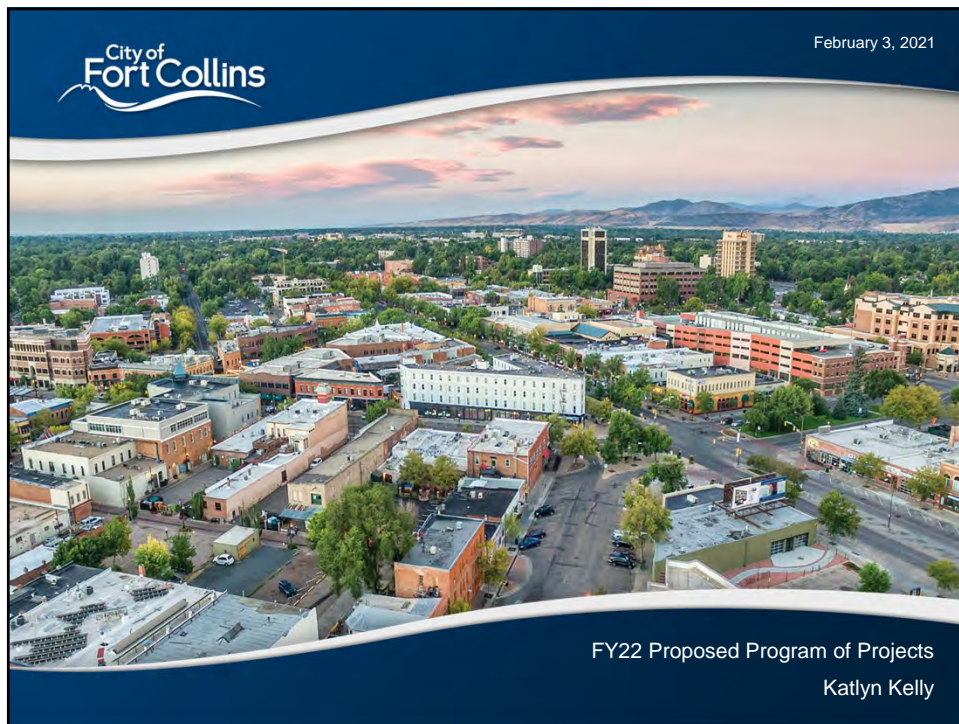
**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby adopts the FFY22 Program of Projects as recommended.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 3<sup>rd</sup> day of February 2022.

\_\_\_\_\_  
William Karspeck, Chair

ATTEST:

\_\_\_\_\_  
Suzette Mallette, Executive Director



1

City of Fort Collins

## Fort Collins Transportation Management Area

- Urbanized Areas with a population greater than 200,000 = Transportation Management Area (TMA) and must have a “Designated Recipient”
- Fort Collins TMA includes the following agencies:
  - Transfort
  - COLT
  - BATS
  - NFRMPO
- Transfort is the Designated Recipient for the TMA
  - Responsibilities = allocating funds, public participation, project incorporation in TIP

2

2

- Formula funds are not competitive, they are awarded based on a “formula” to TMAs for allocation to eligible transit agencies to fund existing transit service. Each fund can only be used for specific purposes
- 5307 Urbanized Area Formula
  - Operating expenses, preventive maintenance, security projects, etc.
- 5310
  - Capital and Operating Projects to enhance mobility for seniors and individuals with disabilities
- 5339 Bus and Bus Facilities Program
  - Capital projects to repair/replace buses and bus related facilities/technology

- FTA releases apportionments
- Allocation Calculator → Determine each agency's share
- At the request of participating agencies, Fort Collins retains a percentage, then “swaps” federal funds and pays agencies in local funds (aka City Sales Tax Dollars)
- Receiving local funds allows agencies to spend their funds to best meet their business needs free from federal oversight regulations
- Loveland became direct recipient of federal funds in 2020

You can find the proposed program of projects in your handout.

### 5307

- Total Federal: \$3,639,660
- Total Project: \$6,320,102

### 5310

- Total Federal: \$237,539
- Total Project: \$296,923

### 5339

- Total Federal: \$353,242
- Total Project: \$441,552

Funding levels are estimated using FY21 apportionments. When FY22 apportionments are released the POP funding amounts will be updated, but identified projects remained the same.

5

5

- Virtual public meeting held on December 15<sup>th</sup>
- Print & Online Newspaper
- [www.ridetransfort.com](http://www.ridetransfort.com)
- Participation in NFRMPO's Public Involvement Process
  - Technical Advisory Committee
  - MPO Planning Council
- Transfort has received no negative feedback regarding our proposed projects

6

6



# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
February 3, 2022 Windsor	January 2022 TIP Amendment	AnnaRose Cunningham
<b>Objective/Request Action</b>		
To recommend Planning Council approve the January 2022 Transportation Improvement Program (TIP) Amendment to the FY2022-FY2025 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<p>The January 2022 TIP Amendment includes one revision request from City of Fort Collins:</p> <ul style="list-style-type: none"><li>Adding new project <i>Transfort Non-Revenue Maintenance Vehicles</i> project with \$60K Federal funding.</li></ul> <p>The attached January 2022 Policy Amendment Form provides additional information on this request.</p>		
<b>Committee Discussion</b>		
This is the first and only time Planning Council is scheduled to see the January 2022 TIP Amendment.		
<b>Supporting Information</b>		
<p>The 30-day Public Comment period for the January 2022 TIP Amendment begins on January 12, 2022 and concludes on February 10, 2021.</p> <p><u>Funding Types and Uses</u></p> <p><b>The American Rescue Plan (ARP) Act</b> of 2021 is a COVID-19 Relief package that provides \$1.9 trillion in mandatory funding, program changes and tax policies aimed at mitigating the continuing effects of the pandemic and included \$30.5 billion for grants to transit agencies.</p>		
<b>Advantages</b>		
<ul style="list-style-type: none"><li>NFRMPO Planning Council approval will ensure available funds are assigned to projects in a timely manner and the FY2022-2025 TIP remains fiscally constrained.</li></ul>		
<b>Disadvantages</b>		
<ul style="list-style-type: none"><li>None noted.</li></ul>		
<b>Analysis/Recommendation</b>		
<ul style="list-style-type: none"><li>TAC recommended Planning Council approve the January 2022 TIP Amendment to the FY2022-2025 TIP at their meeting on January 19, 2022.</li></ul>		
<b>Attachments</b>		
<ul style="list-style-type: none"><li>January 2022 Policy Amendment Form</li><li><b><i>Resolution 2022-04</i></b></li></ul>		



# NFRMPO FY 2022 - FY 2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

## Policy Amendment #2022-A1

Submitted to: TAC and Planning Council for Review

Prepared by: AnnaRose Cunningham

DATE: 1/12/2021

### Other Federal Transit

#### NEW ENTRY

Title:	Transfort Non-Revenue Maintenance Vehicles	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	ARPA 5307	-	-	60	-	-	-	60	-
STIP ID:	Unassigned	Local	L	-	-	-	-	-	-	0	-
TIP ID:	2022-009		<b>Total</b>	-	-	<b>60</b>	-	-	-	<b>60</b>	-
Type:	Rolling Stock Expansion										
Air Quality:	Exempt from conformity analysis										
Description:	Purchase of one new truck and one snow plow machine for the transit maintenance team.										
Revision:	<a href="#">New project entry</a>										

**RESOLUTION NO. 2022-04**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**APPROVING THE JANUARY 2022 AMENDMENT TO THE**  
**FY2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**WHEREAS**, 23 CFR §450.326 requires the development of a fiscally constrained Transportation Improvement Program (TIP) for Metropolitan Planning Organizations through the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process; and

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council as the Metropolitan Planning Organization (MPO) is the agency responsible for developing the TIP in accordance with the above stated regulation; and

**WHEREAS**, transportation projects programmed in the current TIP for FY2022-2025 are consistent with the 2045 Regional Transportation Plan (RTP), adopted September 5, 2019; and

**WHEREAS**, the Air Quality Conformity Findings conducted on the FY2022-2025 TIP were positive and this TIP Amendment does not change the positive conformity findings on the FY2022-2025 TIP; and

**WHEREAS**, the January 2022 TIP Amendment increases the amount of emissions benefits and either improves or does not substantially reduce the cost effectiveness of those emissions benefits; and

**WHEREAS**, the FY2022-2025 TIP remains fiscally constrained.

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby amends the FY2022-2025 TIP by revising the following funding and projects:

- American Rescue Plan (ARP) Act funding:
  - Adding the *Transfort Non-Revenue Maintenance Vehicles* project to the TIP with \$60K Federal funding.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 3<sup>rd</sup> day of February 2022.

\_\_\_\_\_  
William Karspeck, Chair

ATTEST:

\_\_\_\_\_  
Suzette Mallette, Executive Director

# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
February 3, 2022 Windsor	2018-2022 NFRMPO Targets for Safety Performance Measures	AnnaRose Cunningham
<b>Objective/Request Action</b>		
To approve supporting the 2018-2022 statewide targets set by the Colorado Department of Transportation (CDOT) for the five federally required Highway Safety Performance Measures by agreeing to plan and program projects to contribute toward accomplishment of those Targets.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
<b>Key Points</b>		
<p>Per federal requirements, the NFRMPO must set targets for five Highway Safety Performance Measures for the 2018-2022 period by February 27, 2022. CDOT set statewide Targets for 2018-2022 for the National Safety Measures in August 2021. To set Targets, the NFRMPO can either:</p> <ul style="list-style-type: none"> <li>A. Support the CDOT statewide Safety Targets and agree to plan and program projects to contribute toward accomplishment of the state Safety Targets, or</li> <li>B. Set Targets specific to the NFRMPO region.</li> </ul> <p>The statewide Targets set by CDOT for the 2018-2022 period include:</p> <ul style="list-style-type: none"> <li>• Number of Fatalities – <b>597</b></li> <li>• Rate of Fatalities per 100M Vehicle Miles Traveled (VMT) – <b>1.093</b></li> <li>• Number of Serious Injuries – <b>3,194</b></li> <li>• Rate of Serious Injuries per 100M VMT – <b>5.846</b></li> <li>• Number of Non-motorized Fatalities and Serious injuries – <b>571</b></li> </ul>		
<b>Committee Discussion</b>		
<p>Planning Council discussed the targets at their meeting on January 6, 2022. During the discussion Planning Council asked for clarification on the interaction between the Safety Targets and the Safety Vision adopted by Council in September 2020 and how the targets are integrated into CDOT's 10-Year Pipeline of projects.</p> <p>The NFRMPO Safety Vision: Towards Zero Deaths Policy outlined how the NFRMPO can continue prioritizing roadway safety as there is no acceptable number of deaths on the transportation system. Action items the NFRMPO can do to work towards zero deaths are outlined in the attached Resolution and detailed in the presentation.</p> <p>The 2045 Statewide Transportation Plan (2045), adopted by CDOT in May 2020, includes both the 10-Year Vision and the Strategic Transportation Safety Plan (STSP). The vision outlined in the STSP for zero deaths and serious injuries on Colorado roadways. To achieve this vision, the plan sets safety targets assuming a 15% reduction in fatalities and serious injuries over the life of the plan (2020-2023). The 10-Year Strategic Project Pipeline was developed to address critical transportation need within Colorado, including safety improvement projects. The 10-Year vision was developed by CDOT and stakeholders taking into consideration the strategies outlined in the STSP when selecting candidate projects.</p> <p>CDOT has stated their approach to setting the 2018-2022 Safety Targets is consistent with the STSP.</p> <p>TAC discussed the 2018-2022 Safety Targets at the December 15, 2021 and January 19, 2022 meetings. TAC asked Staff to clarify how the GHG rulemaking interacts with safety goals and the projects being listed in the 10-Year pipeline of projects. The 10-Year pipeline of projects incorporate regional priorities which include both safety projects and emissions reductions. Additionally, the GHG rule acknowledges federal requirements trump state requirements. TAC recommended supporting Statewide targets.</p>		

Supporting Information
<ul style="list-style-type: none"> <li>• Targets for the safety performance measures are set based on a rolling 5 year average.</li> <li>• CDOT analyzed historic crash data to predict 2022 numbers, but the increase in fatalities and decrease in travel volume in the pandemic year of 2020 were deemed too uncertain in predicting the number of fatalities and serious injuries in future years. CDOT executive leadership directed that calendar year 2019 actual numbers be used to set the 2018-2022 targets.</li> <li>• Due to data quality issues, CDOT has not been able to provide the NFRMPO with fatal and serious injury data for the year 2020.</li> <li>• There is no financial penalty to the NFRMPO for not achieving or making significant progress toward Targets. The NFRMPO could be penalized administratively via Certification Reviews for not meeting Targets.</li> <li>• The NFRMPO and CDOT must set Targets for the five Safety Performance Measures annually.</li> <li>• The NFRMPO's Targets for 2018-2022 will be included in future updates to the NFRMPO's Transportation Improvement Program (TIP).</li> <li>• The CDOT Targets for the National Performance Measures are not aspirational targets, such as those established in the <i>2020-2023 Strategic Transportation Safety Plan</i> or outlined in the NFRMPO Safety Vision adopted by Planning Council in September 2020. While Colorado and CDOT are still endeavoring to move toward zero deaths and injuries, the federally required Targets are data driven in accordance with the FHWA requirements for Target setting.</li> </ul>
Advantages
Adopting the State's Targets aligns the NFRMPO with the statewide Targets and requires less staff time than setting Targets specific to the NFRMPO. Additionally, the NFRMPO does not have set funding for safety specific projects which would directly contribute to crash reductions.
Disadvantages
The State Safety Targets do not reflect performance specific to the NFRMPO region.
Analysis/Recommendation
At their January 19, 2022 meeting, TAC recommended setting Targets by supporting the CDOT statewide Safety Targets for the 2018-2022 period and agreeing to plan and program projects to contribute toward accomplishment of those Targets as has been done for the previous target setting periods.
Attachments
<ul style="list-style-type: none"> <li>• <b>Resolution 2020-18</b> - NFRMPO Safety Vision: Towards Zero Deaths</li> <li>• Safety Targets Presentation</li> <li>• <b>Resolution 2022-05</b></li> </ul>

**RESOLUTION NO. 2020-18**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**APPROVING THE NFRMPO SAFETY VISION: TOWARDS ZERO DEATHS POLICY**

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council (NFRT & AQPC) is designated as the Metropolitan Planning Organization (MPO) in cooperation with local elected officials and is authorized to carry out the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process as mandated by Congress in Titles 23 and 49 U.S.C.; and

**WHEREAS**, 23 U.S.C. 150(c) requires the US Department of Transportation (US DOT) to establish national performance measures for roadway safety and for the NFRT & AQPC to set data-driven targets for these performance measures; and

**WHEREAS**, the NFRT & AQPC acknowledges the importance of setting data driven targets for roadway safety as the federal requirement for performance-based planning and programming; and

**WHEREAS**, the NFRT & AQPC recognizes there is a strong desire in the region to set more aspirational goals regarding road safety; and

**WHEREAS**, the NFRT & AQPC understands there is no acceptable number of deaths or serious injuries on the road network; and

**WHEREAS**, the NFRT & AQPC and its member communities agree to work towards eliminating serious injuries and deaths by:

- Continuing to prioritize safety in future NFRMPO Calls for Projects;
- Analyzing all available crash data to make more informed decisions for safety related projects;
- Integrating the Towards Zero Deaths framework in future planning initiatives, including the Environmental Justice (EJ) Plan, Active Transportation Plan (ATP), Congestion Mitigation Process (CMP), Regional Transportation Plan (RTP);
- Providing regionally specific crash data to compare to statewide crash data when possible; and
- Identifying crash types and characteristics which are most prevalent in the region as well as best practices to mitigate those specific crash types.

**NOW, THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby agrees to adopt the previous statements as the North Front Range Metropolitan Planning Organization Safety Vision: Towards Zero Deaths Policy.

Passed and approved at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 3<sup>rd</sup> day of September 2020.

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Dave Clark, Chair

ATTEST:

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Suzette Mallette, Executive Director



## Targets for Safety Performance Measures

Planning Council

February 3, 2022

1

## CDOT Statewide Targets

Measure	2018-2022
<b>Fatalities</b>	<b>597</b>
<b>Fatality Rate</b>	<b>1.093</b>
<b>Serious Injuries</b>	<b>3,194</b>
<b>Serious Injury Rate</b>	<b>5.846</b>
<b>Non-Motorized Fatalities and Serious Injuries</b>	<b>571</b>

- **Methodology**
  - Due to data issues for the year 2020, CDOT set targets as 2019 actual numbers for the 2018-2022 performance period

2

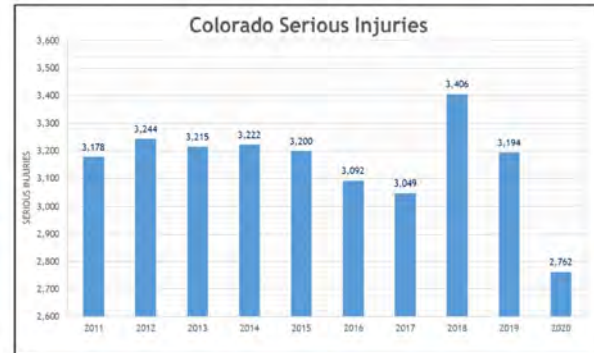
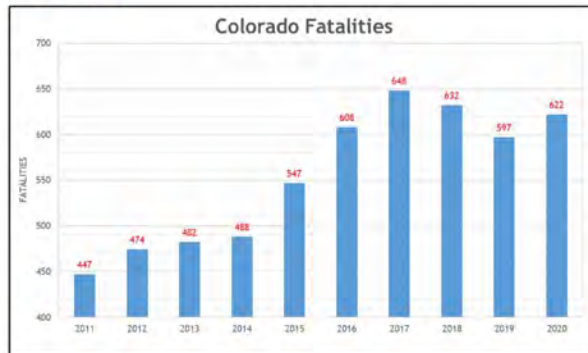
Targets for Safety Performance Measures

2

## CDOT Safety Data



### 10 Year Trends



*\*Preliminary Data as of 8/12/21*

3

Targets for Safety Performance Measures

3

## Council Discussion: NFRMPO Safety Vision



### Objectives

- Continuing to prioritize safety in future NFRMPO Calls for Projects;
- Analyzing all available crash data to make more informed decisions for safety related projects;
- Integrating the Towards Zero Deaths framework in future planning initiatives,
- Providing regionally specific crash data to compare to statewide crash data when possible; and
- Identifying crash types and characteristics which are most prevalent in the region as well as best practices to mitigate those specific crash types.

### NFRMPO Actions

- Increased focus on safety in the NFRMPO 2021 Call for Projects
  - Increased available points for safety in the STBG Scoring criteria
  - Added guidelines for addressing specific fatal and serious injury crash types
- Continued analysis of available crash data
- Beginning discussions on crash data exchange in the region
- Near Miss/Hazard Reporting Tool Development

4

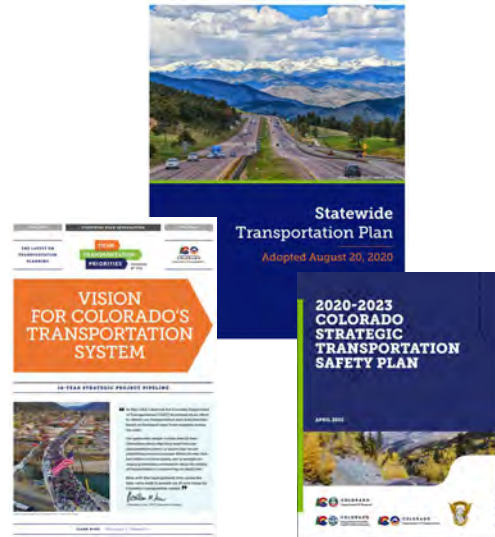
Targets for Safety Performance Measures

4

## Council Discussion: 10-Year Vision



- 2045 Statewide Transportation Plan
  - Concurrent development:
    - 10-Year Vision
    - 2020-2023 Strategic Transportation Safety Plan (STSP)
- STSP Performance Targets
  - 15% reduction in fatalities and serious injuries
  - Ultimate goal of zero deaths



Targets for Safety Performance Measures

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## Next Steps



- February 27, 2022 – Targets Due to CDOT
- Winter/Spring 2022
  - Convene Crash Data working Group
  - 2020 Crash Data Geocoding (when available)
- Summer 2022
  - CDOT Sets 2019-2023 Safety Targets
- Autumn/Winter 2022
  - NFRMPO Receives 2021 Crash Data to geocode
  - NFRMPO Begins analyzing data to set 2019-2023 Safety Targets

Targets for Safety Performance Measures

6

6



**RESOLUTION NO. 2022-05**  
**OF THE NORTH FRONT RANGE TRANSPORTATION & AIR QUALITY PLANNING COUNCIL**  
**TO SET TARGETS BY SUPPORTING THE 2018-2022 TARGETS ESTABLISHED BY CDOT FOR THE SAFETY**  
**PERFORMANCE MEASURES**

**WHEREAS**, the North Front Range Transportation & Air Quality Planning Council is designated as the Metropolitan Planning Organization (MPO) in cooperation with local elected officials and is authorized to carry out the continuing, cooperative, and comprehensive (“3C”) multimodal transportation planning process as mandated by Congress in Titles 23 and 49 U.S.C.; and

**WHEREAS**, 23 U.S.C. 150(c) requires the US Department of Transportation (US DOT) to establish national performance measures for safety, infrastructure condition, system performance, freight, and air quality; and

**WHEREAS**, the Highway Safety Improvement Program (HSIP) regulations (23 CFR Part 924) require State Departments of Transportation (State DOTs) to set targets for the five safety performance measures established by the US DOT by August 31, 2017 and annually thereafter; and

**WHEREAS**, the National Performance Management Measures regulations (29 CFR Part 490) require MPOs to set targets no later than 180 days after the respective State DOT sets targets; and

**WHEREAS**, the Colorado Department of Transportation (CDOT) set the following targets for the 2018-2022 performance period:

- (1) Number of Fatalities – 597
- (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT) – 1.093
- (3) Number of Serious Injuries – 3,194
- (4) Rate of Serious Injuries per 100 million VMT – 5.846
- (5) Number of Non-Motorized Fatalities and Non-motorized Serious Injuries – 571; and

**WHEREAS**, the CDOT set its 2018-2022 safety targets with a data-driven approach and in collaboration with planning partners; and

**WHEREAS**, MPOs may set targets by agreeing to plan and program projects so they contribute toward the accomplishment of the state targets or by committing to a target specific to the MPO region;

**WHEREAS**, the NFRT & AQPC and its member communities agree to work towards eliminating serious injuries and deaths in accordance with the NFRMPO Safety Vision: Towards Zero Deaths adopted on September 3<sup>rd</sup>, 2020; and

**NOW THEREFORE, BE IT RESOLVED**, the North Front Range Transportation & Air Quality Planning Council hereby agrees to set targets by supporting the CDOT statewide safety targets for 2018-2022 and agrees to plan and program projects to contribute toward the accomplishment of the statewide safety targets.

Passed and adopted at the regular meeting of the North Front Range Transportation & Air Quality Planning Council held this 3<sup>rd</sup> day of February 2022.

\_\_\_\_\_  
William Karspeck, Chair

ATTEST:

\_\_\_\_\_  
Suzette Mallette, Executive Director

## MEMORANDUM

**To: NFRMPO Planning Council**  
**From: Alex Gordon**  
**Date: February 3, 2022**  
**Re: NFRMPO TDM Scope of Work**

### Background

At their January 6, 2022 meeting, Planning Council approved Executive Director Mallette's goals for 2022, including two goals related to Transportation Demand Management (TDM). These goals include developing and supporting regional TDM strategies and resources as well as identifying and exploring the possibility of a Transportation Management Organization (TMO) within Northern Colorado.

NFRMPO staff have developed a proposed scope of work, including a TDM Work Group made up of businesses, chambers of commerce, local government staff, and individuals interested in advancing TDM in the region. The key deliverable for the Work Group will be a TDM Action Plan. The TDM Action Plan would develop a vision for a regional TDM program, including goals and performance measures; identify current efforts and resources; build relationships and partners to ensure long-term success of a TDM program; recommendations for Planning Council approval, including TDM projects and funding sources; and a recommendation for how to develop TMOs in the region. Planning Council will be kept in the conversation as the Work Group and Action Plan evolve.

NFRMPO staff have also begun interviewing existing TMOs around the state and identifying organizational contexts, funding, relationships to their MPOs, and potential obstacles to avoid or address. This information will inform the Action Plan.

### Action

Staff requests Planning Council discuss the proposed scope of work for the TDM Work Group and TDM Action Plan and provide feedback on the proposed direction.



1

## What is TDM?

- Toolbox of strategies to reduce single occupancy vehicles (SOV) and improve capacity
- What works for *you*? Not one-size-fits-all (and not the government telling you what to do!)
- Support businesses and employees
- Voluntary efforts, though potentially mandatory in the future

### TDM

TDM Options

Public Transit  
Metrorail  
Local Bus  
Commuter Bus  
Commuter Rail  
Intercity Rail & Bus

Taxicabs

Carsharing

Paratransit

Rideshare  
Vanpooling  
Carpooling

Walking

Biking & Bikeshare

Telecommuting

**TDM**

Image Credit: Mobility Lab

2

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## Overview

**TDM**

### 2022 Executive Director Goals:

- 1) Develop TDM in the NFRMPO region
  - Strategies and programs that address the needs of the region
  - Information/support/funding to TDM activities
- 2) Explore, advocate for, and provide tools to establish Transportation Management Organizations (TMOs) in the region

3

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## Scope of Work – Work Group

**TDM**

### Northern Colorado Transportation Demand Management Work Group

- Businesses and chambers of commerce, non-profit organizations, local governments, and individuals interested in increasing the efficiency of the transportation system in Larimer and Weld counties
- Develop a Travel Demand Management Action Plan (TDMAP)

4

4

## Scope of Work – TDM Action Plan

**TDM**

- **Task 1:** Set goals and vision for a regional TDM program
- **Task 2:** Identify current needs, programs, efforts, etc.
- **Task 3:** Identify partner agencies for ongoing partnership and implementation
- **Task 4a:** Prioritize projects for funding and implementation
- **Task 4b:** Identify potential areas to establish a TMO

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## Similar Projects and Efforts

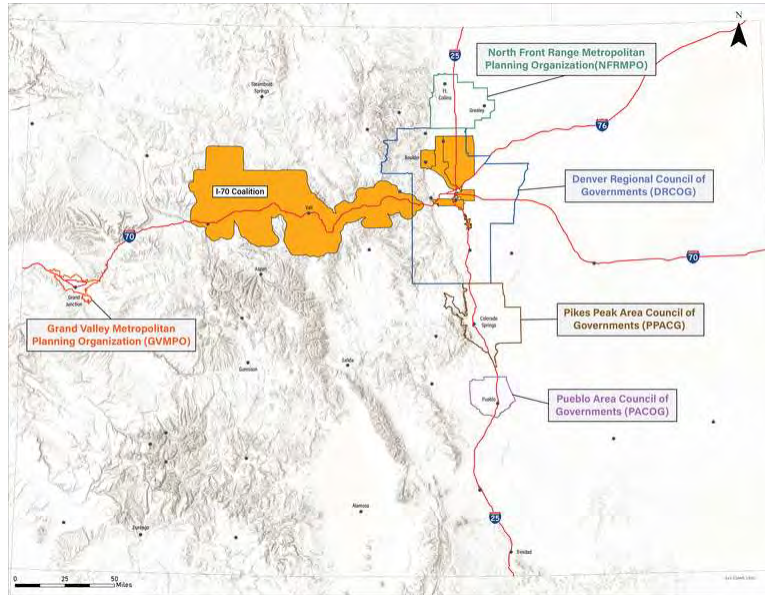
**TDM**

- Fort Collins and CSU are developing TDM Plans in the next year
- Local communities have updated or are updating Transportation Master Plans that acknowledge TDM strategies and investments
- CDOT has created a semiannual TDM funding pool
- ETRP
- RideNoCo

6

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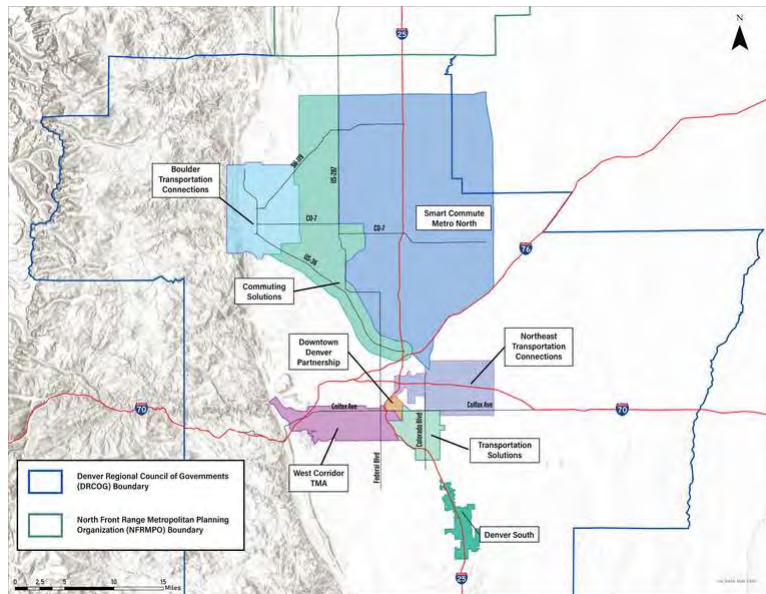
## TMOs in Colorado



7

7

## TMOs in Denver Region



8

8

**Questions and Contact Information****TDM****Alex Gordon, PTP**

Transportation Planner III

[agordon@nfrmpo.org](mailto:agordon@nfrmpo.org)

(970) 289-8279

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# AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Planning Council



Meeting Date	Agenda Item	Submitted By
February 3, 2022 Windsor	2021 Call for Projects Recommendations	AnnaRose Cunningham
<b>Objective/Request Action</b>		
To discuss the project scoring for the 2021 Call for Projects. The Call will award FY23, FY24, and FY25 funding from Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA) programs and FY24 funding for the Congestion Mitigation and Air Quality (CMAQ) program.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Action
<b>Key Points</b>		
<ul style="list-style-type: none"> <li>A total of 20 project applications were submitted: eight CMAQ, seven STBG, and five TA.</li> <li>The Call for Projects Scoring Committee met on January 5, 2022 to score CMAQ and STBG applications. The Scoring Committee recommendations include the following:               <ul style="list-style-type: none"> <li>CMAQ – Four fully funded, one partially funded, and three waitlisted. One project has been withdrawn by project sponsor.</li> <li>STBG – Four fully funded, one partially funded, and two waitlisted.</li> </ul> </li> <li>The five TA applications were reviewed by the NoCo Bike &amp; Ped Collaborative at their meeting on December 15, 2021. NoCo recommends fully funding one project, partially funding one project, and waitlisting three projects.</li> </ul>		
<b>Committee Discussion</b>		
<ul style="list-style-type: none"> <li>This is the first time the Planning Council is discussing the 2021 Call for Projects recommendations.</li> <li>TAC discussed the Call for Projects recommendations at the meeting on January 19, 2022 and made recommendations to Staff on improvements to scoring criteria for future calls.</li> </ul>		
<b>Supporting Information</b>		
<ul style="list-style-type: none"> <li>The STBG and CMAQ Scoring Committee included voting representatives from the communities of Evans, Fort Collins, Greeley, Loveland, Windsor, Larimer and Weld Counties and non-voting representatives from CDOT, FHWA, NoCo Bike &amp; Ped, NFRMPO staff, and additional local agency representatives.</li> <li>The CMAQ and STBG projects were scored and ranked highest to lowest based on the scoring criteria and point system identified in the <a href="#">Guidebook</a> by project sponsors and other local agency TAC representatives.</li> <li>The TA projects were scored and ranked based on the criteria identified in the <a href="#">Guidebook</a> by NoCo Bike and Ped.</li> <li>A preliminary analysis of the greenhouse gas (GHG) impacts of projects recommended for funding is provided in an enclosed attachment.</li> <li>Performance measure analysis for each project is provided in the attached presentation. The analysis is based off the worksheet provided by each project applicant and indicates the level of impact the Call for Projects will have on Federally Required and regional performance measures.</li> <li>Staff conducted a location analysis of all submitted projects on whether the project is located within an environmental justice (EJ), communities of concern (COC), or disproportionately impacted community (DI) area. The analysis is provided in the attached presentation and the ArcGIS Online map: <a href="https://arcg.is/0XT0q9">https://arcg.is/0XT0q9</a></li> </ul>		
<b>Advantages</b>		
<ul style="list-style-type: none"> <li>The projects recommended by the Scoring Committee and NoCo Bike &amp; Ped will provide the greatest benefit the region based on the scoring criteria.</li> <li>The projects were recommended using the scoring process identified in the Call for Projects Guidebook.</li> </ul>		
<b>Disadvantages</b>		
<ul style="list-style-type: none"> <li>None.</li> </ul>		



Analysis/Recommendation
Staff requests Planning Council review the Call for Projects recommendations for CMAQ, STBG, and TA funding through the NFRMPO. The Call for Projects Recommendation will return as an Action item at the March Planning Council meeting.
Attachments
<ul style="list-style-type: none"> <li>• Call for Projects Recommendations Summary Tables</li> <li>• Preliminary GHG Analysis of Projects Recommended for Funding in the NFRMPO 2021 Call for Projects</li> <li>• Call for Projects Recommendations Presentation</li> </ul>

### Call for Projects Recommendations Summary Tables

**Table 1. Congestion Mitigation & Air Quality (CMAQ)**

Project ID	Project Sponsor	Project Name	Rank	Federal Request	Funding Recommendation
CMAQ-5	Greeley	35th Avenue Adaptive Signal Control Technology	1	\$ 604,662	\$ 604,662
CMAQ-2	Fort Collins	Mulberry Street Traffic Signal Synchronization	2	\$440,000	\$440,000
CMAQ-6	Loveland	US287 Signal Coordination Improvements - Loveland	3	\$620,925	\$620,925
CMAQ-4	Fort Collins	On Route Battery Electric Bus Chargers	4	\$1,598,675	\$1,598,675
CMAQ-1	Loveland	COLT Bus Replacement/Expansion	5	\$1,843,825	\$1,774,681
CMAQ-3	Fort Collins	Power Trail Harmony Grade Separated Crossing	6	\$500,000	Waitlisted
CMAQ-7	Weld	WCR 74 and WCR 31 Roundabout	7	\$1,269,435	Waitlisted
CMAQ-8	Weld	WCR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout*	N/A	\$1,269,435	Withdrawn
<b>TOTAL FEDERAL FUNDING RECOMMENDED</b>					<b>\$5,038,943</b>

\*Project application withdrawn by project sponsor based on project being awarded funds through the STBG program.

**Table 2. Surface Transportation Block Grant (STBG)**

Project ID	Project Sponsor	Project Name	Rank	Federal Request	Funding Recommendation
STBG-2	Fort Collins	College & Trilby Intersection Improvements	1	\$3,616,462	\$3,616,462
STBG-6	Windsor	Eastman Park Ultimate Intersection & RR Crossing Improvement	2	\$1,705,000	\$1,705,000
STBG-7	Weld	WCR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout	2	\$1,419,409	\$1,419,409
STBG-3	Greeley	9th and 10th Street Mobility Enhancements	4	\$2,306,668	\$2,306,668
STBG-5	Loveland	US 34 EB Widening Construction	4	\$1,646,728	\$1,073,001
STBG-1	Evans	37th Street Widening Phase 3	5	\$1,543,462	Waitlisted
STBG-4	Severance	E Harmony Road/ WCR19 Intersection Improvements	6	\$1,258,985	Waitlisted
<b>TOTAL FEDERAL FUNDING RECOMMENDED</b>					<b>\$10,120,540</b>

**Table 3. Transportation Alternatives (TA)**

Project ID	Project Sponsor	Project Name	Rank	Federal Request	Funding Recommendation
TA-5	Windsor	Poudre Trail Wayfinding - I25 to Island Grove Park	1	\$85,264	\$85,264
TA-1	Loveland	Willow Bend Trail	2	\$603,624	\$518,360
TA-3	CSU	Phemister Trail and Bridge	3	\$603,624	Waitlisted
TA-2	Fort Collins	William Neil / Ziegler Intersection Improvements & Trail	4	\$602,624	Waitlisted
TA-4	Severance	Great Western Trail	5	\$300,000	Waitlisted
<b>TOTAL FEDERAL FUNDING RECOMMENDED</b>					<b>\$603,624</b>

## Preliminary GHG Analysis of Projects Recommended for Funding in the NFRMPO 2021 Call for Projects

Greenhouse gas (GHG) emissions reductions were calculated for a subset of projects recommended for funding in the 2021 Call for Projects. The subset includes projects with readily available data and whose associated emissions calculator tool approved for use in the NFRMPO Call for Projects provides GHG estimates in addition to estimates of NOx and VOC. An analysis of GHG impacts for remaining projects recommended for funding will be conducted once guidance is provided by CDOT on how to calculate GHG impacts for other project types. It is expected the guidance will be available by May 2022. GHG estimates for all projects may be revised and updated at that time.

The following tables identify the annual GHG reduction in metric tons (MT) and the estimated project life in years for projects recommended for funding in each funding pool. As a point of reference, the GHG Reduction Level required in 2025 for the NFRMPO by the Transportation Commission's GHG Planning Standard is 0.04 million metric tons (MMT), which translates to 40,000 MT. Of the 19 projects recommended for funding, six have GHG reduction estimates currently available with a total estimated reduction of 4,615 MT per year. Projects selected by the NFRMPO in the 2021 Call for Projects are not expected to achieve the GHG Reduction Level on their own. Other GHG-reducing strategies and projects will be explored as the NFRMPO updates the *2045 Regional Transportation Plan* (RTP) to meet GHG requirements by October 1, 2022.

**Table 1: Annual GHG Emission Reductions for Recommended CMAQ Projects**

Project ID	Project Name	Sponsor	Rank	Funding Recommendation	Annual GHG Reduced (Metric Tons)	Project Life (Years)
CMAQ-5	35 <sup>th</sup> Avenue Adaptive Signal Control Technology	Greeley	1	Fully Fund	1,710	5
CMAQ-2	Mulberry Street Traffic Signal Synchronization	Fort Collins	2	Fully Fund	1,986	5
CMAQ-6	US287 Signal Coordination Improvements – Loveland	Loveland	3	Fully Fund	416	5
CMAQ-4	On Route Battery Electric Bus Chargers	Fort Collins	4	Fully Fund	TBD	15
CMAQ-1	COLT Bus Replacement/Expansion	Loveland	5	Partially Fund	TBD	12
CMAQ-3	Power Trail Harmony Grade Separated Crossing	Fort Collins	6	Waitlist	464	50
CMAQ-7	WCR 74 and WCR 31 Roundabout	Weld County	7	Waitlist	20	20

**Table 2: Annual GHG Emission Reductions for Recommended STBG Projects**

<b>Project ID</b>	<b>Project Name</b>	<b>Sponsor</b>	<b>Rank</b>	<b>Funding Recommendation</b>	<b>Annual GHG Reduced (Metric Tons)</b>	<b>Project Life (Years)</b>
STBG-2	College & Trilby Intersection Improvements	Fort Collins	1	Fully Fund	TBD	20
STBG-6	Eastman Park Ultimate Intersection & RR Crossing Improvement	Windsor	2	Fully Fund	TBD	20
STBG-7	WCR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout	Weld County	2	Fully Fund	20	20
STBG-3	9th and 10th Street Mobility Enhancements	Greeley	4	Fully Fund	TBD	20
STBG-5	US 34 EB Widening Construction	Loveland	5	Partially Fund	TBD	20
STBG-1	37th Street Widening Phase 3	Evans	6	Waitlist	TBD	20
STBG-4	E Harmony Road/ WCR19 Intersection Improvements	Fort Collins	7	Waitlist	TBD	20

**Table 3: Annual GHG Emission Reductions for Recommended TA Projects**

<b>Project ID</b>	<b>Project Name</b>	<b>Sponsor</b>	<b>Rank</b>	<b>Funding Recommendation</b>	<b>Annual GHG Reduced (Metric Tons)</b>	<b>Project Life (Years)</b>
TA-5	Poudre Trail Wayfinding	Windsor	1	Fully Fund	TBD	20
TA-1	Willow Bend Trail	Loveland	2	Partially Fund	TBD	20
TA-3	Phemister Trail & Bridge	CSU	3	Waitlist	TBD	20
TA-2	William Neal/Ziegler Intersection Improvements & Trail	Fort Collins	4	Waitlist	TBD	20
TA-4	Great Western Trail Crossing & Paving	Severance	5	Waitlist	TBD	20



# 2021 Call for Projects Recommendations

Planning Council

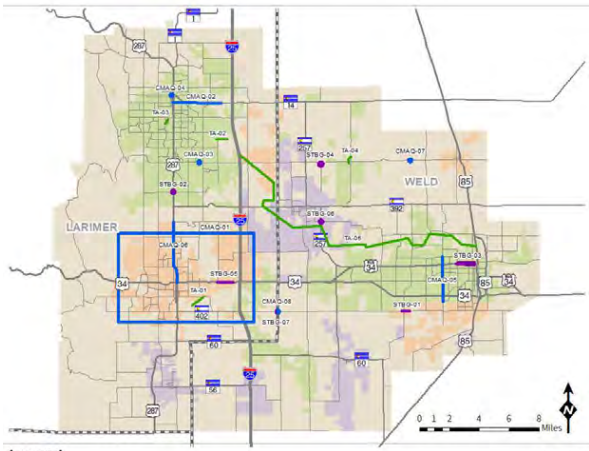


North Front Range  
Metropolitan  
Planning  
Organization

February 3, 2022

1

## Application Summary



Funding Program	Federal Funds Available	Federal Funds Requested	Number of Applications
CMAQ	\$5.1M	\$8.1M	8
STBG	\$10.1M	\$13.5M	7
TA	\$0.6M	\$2.2M	5
<b>Total</b>	<b>\$15.8M</b>	<b>\$23.8M</b>	<b>20</b>

Legend

- STBG Projects
- CMAQ Projects
- TA Projects
- County Boundary
- NFRMPO Planning Area

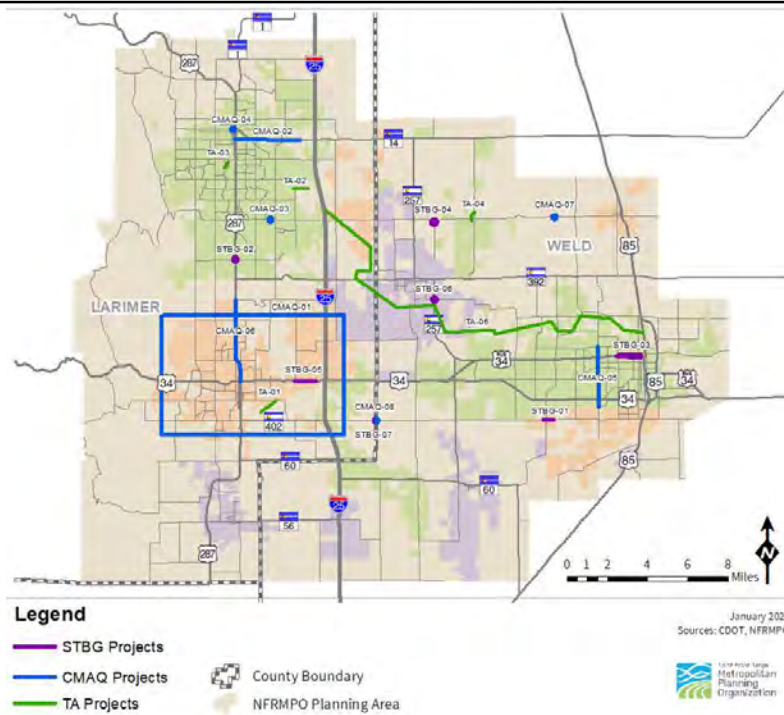
January 2022  
Sources: CDOT, NFRMPO

North Front Range  
Metropolitan  
Planning  
Organization

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Call for Projects Recommendations

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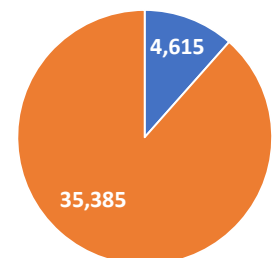
3

## Call for Projects Analysis: GHG



- Preliminary GHG analysis completed for six of the 19 projects
- Remaining projects will be assessed after GHG calculation guidance is provided by CDOT (~May)
- Combined, the six projects have an annual estimated reduction of 4,615 Metric Tons (MT) of GHG per year.
- The 2025 GHG Reduction Level for the NFRMPO is 40,000 MT
- After GHG analysis is finalized, any remaining need will be met through other strategies

### GHG Reduction Status



■ Six Projects  
■ Remaining Need for 2025

[Call for Projects Recommendations](#)

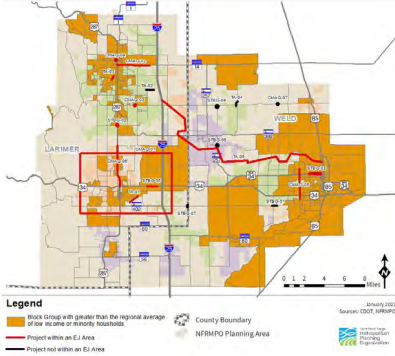
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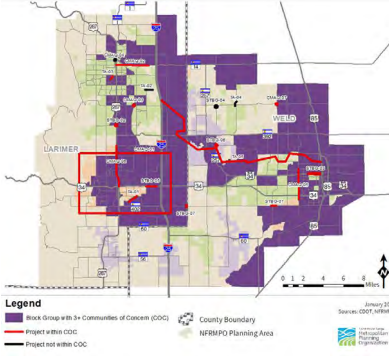
## Call for Projects Analysis: Locational Equity



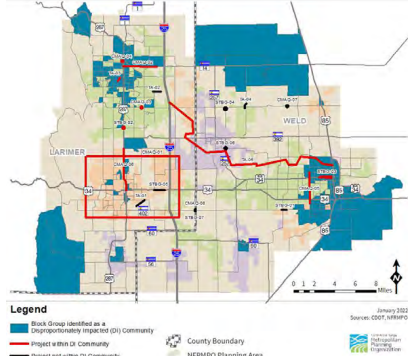
### Environmental Justice (EJ)



### Communities of Concern (COC)



### Disproportionately Impacted (DI) Community

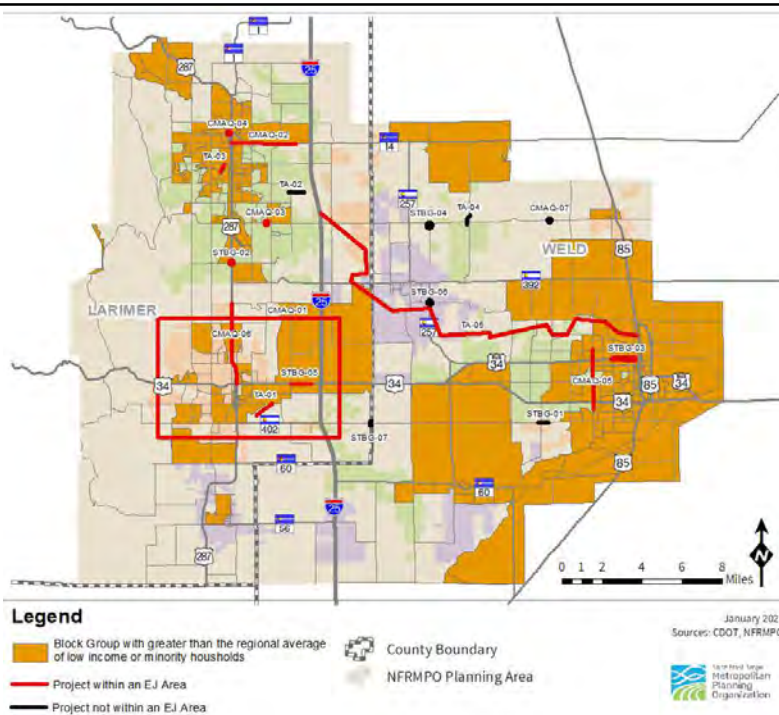


5

Call for Projects Recommendations

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## Call for Projects Analysis: EJ Areas



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6







## Call for Projects Analysis: Performance Measure



- Performance measure impact analysis based on worksheet provided by project sponsor
- Each circle represents a target under each performance area
- The color of the circle represents the level of impact the project sponsor indicated



Performance Area	# Targets Affected
Highway Safety	○ ○ ○ ○ ○
Pavement/Bridge Condition	○ ○ ○ ○ ○ ○
System Reliability	○ ○
CMAQ Emissions	○ ○ ○
Transit Asset Management	○ ○ ○
Transit Safety	○ ○ ○ ○ ○ ○ ○
Regional	○ ○ ○ ○ ○ ○ ○ ○

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Call for Projects Recommendations

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Federal Performance Measures	Performance Area	Performance Measure	Coverage
	Highway Safety	Number of Fatalities Rate of Fatalities per 100M Vehicle Miles Traveled (VMT) Number of Serious Injuries Rate of Serious Injuries per 100M VMT Number of Non-motorized Fatalities and Serious Injuries	All Public Roads
	Pavement Condition	Percentage of pavement on the Interstate System in Good condition Percentage of pavement on the Interstate System in Poor Condition Percentage of pavement on the non-Interstate NHS in Good Condition Percentage of pavement on the non-interstate NHS in Poor Condition	NHS
	Bridge Condition	Percentage of NHS bridges classified as in Good Condition Percentage of NHS bridges classified as in Poor Condition	NHS
	System Reliability	Percent of person-miles traveled on the Interstate System that are reliable Percent of person-miles traveled on the non-Interstate NHS that are reliable	NHS
	Freight Movement	Truck Travel Time Reliability Index	Interstate
	CMAQ Emissions	VOC Reduction Carbon Monoxide Reduction Nitrogen Oxides Reduction	Non-attainment areas
	Transit Asset Management	Percentage of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB) Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB Percentage of assets with condition rating below 3.0 on FTA TERM Scale	System-wide
	Transit Safety	Number of reportable fatalities by mode Rate of reportable fatalities per total vehicle revenue miles (TVRM) by mode Number of reportable injuries by mode Rate of reportable injuries per TVRM by mode Number of reportable safety events by mode Rate of reportable safety events per TVRM by mode Mean distance between major mechanical failures by mode	System-wide

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## Regional Performance Measures

Performance Measure	Target
Population within Publicly-Operated paratransit and demand response service area within the NFRMPO Boundary	At least 75%
Fixed-route revenue hours per capita within service areas	Increase by 10%
Non-motorized facility miles	Increase by 50%
Percent of non-single occupant vehicle commute trips	At least 25%
Daily VMT per capita	Daily VMT per capita $\leq$ 24
Federally-funded projects within the NFRMPO boundary reported as financially inactive for more than three quarters	0
Travel Time Index on RSCs	90% of RSCs have a TTIs $\leq$ 1.5
Miles of fiber for connected roadways	250 miles

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# CMAQ Project Recommendations

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Call for Projects Recommendations


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CMAQ Project Recommendations	Project ID	Project Sponsor	Project Name	Rank	Federal Request	Funding Recommendation
	CMAQ-5	Greeley	35th Avenue Adaptive Signal Control Technology	1	\$ 604,662	\$ 604,662
	CMAQ-2	Fort Collins	Mulberry Street Traffic Signal Synchronization	2	\$440,000	\$440,000
	CMAQ-6	Loveland	US287 Signal Coordination Improvements - Loveland	3	\$620,925	\$620,925
	CMAQ-4	Fort Collins	On Route Battery Electric Bus Chargers	4	\$1,598,675	\$1,598,675
	CMAQ-1	Loveland	COLT Bus Replacement/Expansion	5	\$1,843,825	\$1,774,681
	CMAQ-3	Fort Collins	Power Trail Harmony Grade Separated Crossing	6	\$500,000	Waitlisted
	CMAQ-7	Weld	WCR 74 and WCR 31 Roundabout	7	\$1,269,435	Waitlisted
	CMAQ-8	Weld	WCR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout*	N/A	\$1,269,435	Withdrawn
	<b>TOTAL FEDERAL FUNDING RECOMMENDED</b>					<b>\$5,038,943</b>

\*Project application withdrawn by project sponsor based on project being awarded funds through the STBG program.

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CMAQ Project:  
35<sup>th</sup> Ave Adaptive Signal Control Technology



North Front Range  
Metropolitan  
Planning  
Organization

Project Sponsor: City of Greeley

Project Description: Implementing operational improvements using adaptive signal control technology to facilitate efficient peak and off-peak travel along 35<sup>th</sup> Ave from 29<sup>th</sup> Street to 4<sup>th</sup> Street.

Regionally Significant Corridor(s): 35<sup>th</sup> Avenue

Federal Funding Request: \$604,662

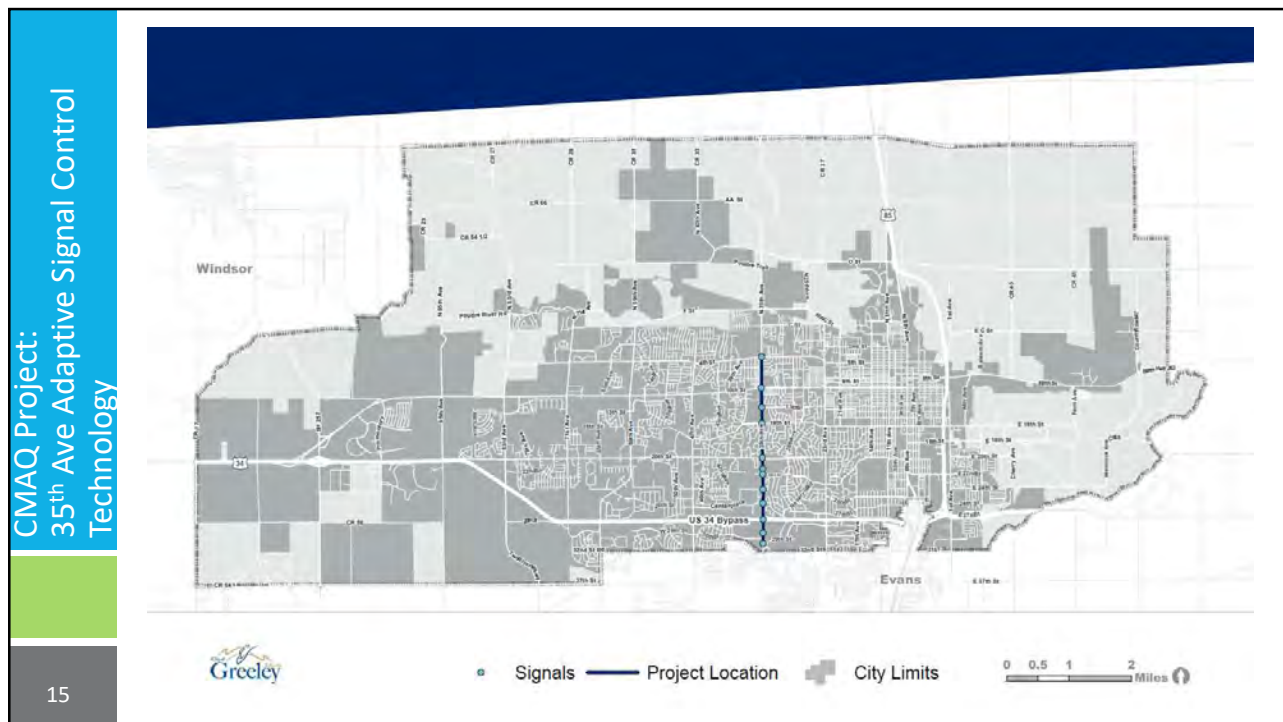
Federal Funding Recommendation: \$604,662

Performance Area	# Targets Affected
Highway Safety	● ● ● ● ●
Pavement/Bridge Condition	○ ○ ○ ○ ○ ○
System Reliability	○ ○
CMAQ Emissions	● ● ●
Transit Asset Management	○ ○ ○
Transit Safety	○ ○ ○ ○ ○ ○ ○
Regional	● ○ ○ ○ ○ ○ ○ ○

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Call for Projects Recommendations

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**CMAQ Project:**  
**Mulberry Street Traffic Signal Synchronization**



**Project Sponsor:** City of Fort Collins

**Project Description:** Gather data, evaluate existing conditions, determine appropriate intersections, purchase and install adaptive signal timing on Mulberry Street from College Avenue to Greenfield Court

**Regionally Significant Corridor(s):** SH14

**Federal Funding Request:** \$440,000

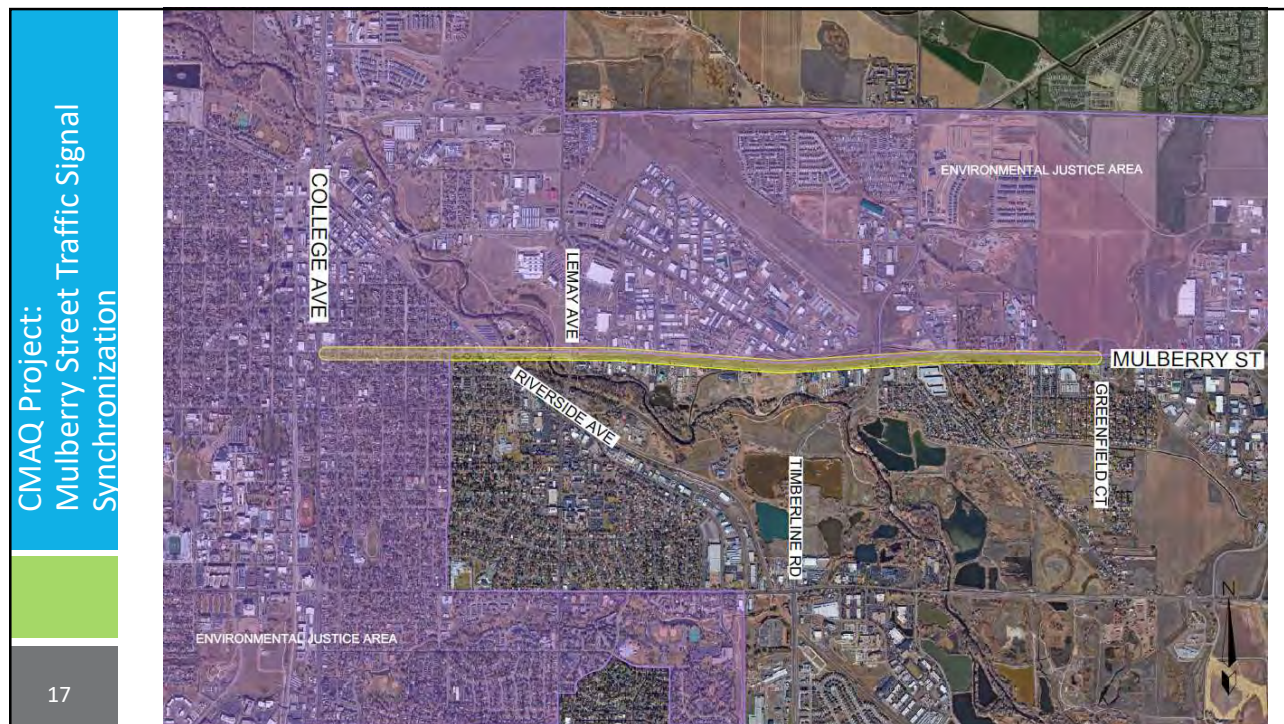
**Federal Funding Recommendation:** \$440,000

Performance Area	# Targets Affected
Highway Safety	● ● ● ● ● ●
Pavement/Bridge Condition	○ ○ ○ ○ ○ ○
System Reliability	● ○
CMAQ Emissions	● ● ●
Transit Asset Management	○ ○ ○
Transit Safety	○ ○ ○ ○ ○ ○
Regional	● ● ● ○ ○ ○ ○ ○

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[Call for Projects Recommendations](#)

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**CMAQ Project:  
US287 Signal Coordination Improvements**



**Project Sponsor:** City of Loveland

**Project Description:** This project will specify, purchase, and install adaptive traffic signal technology at 14 intersections on US287 between Eisenhower (US34) and 71<sup>st</sup> St. (CR30)

**Regionally Significant Corridor(s):** US287, US34

**Federal Funding Request:** \$620,925

**Federal Funding Recommendation:** \$620,925

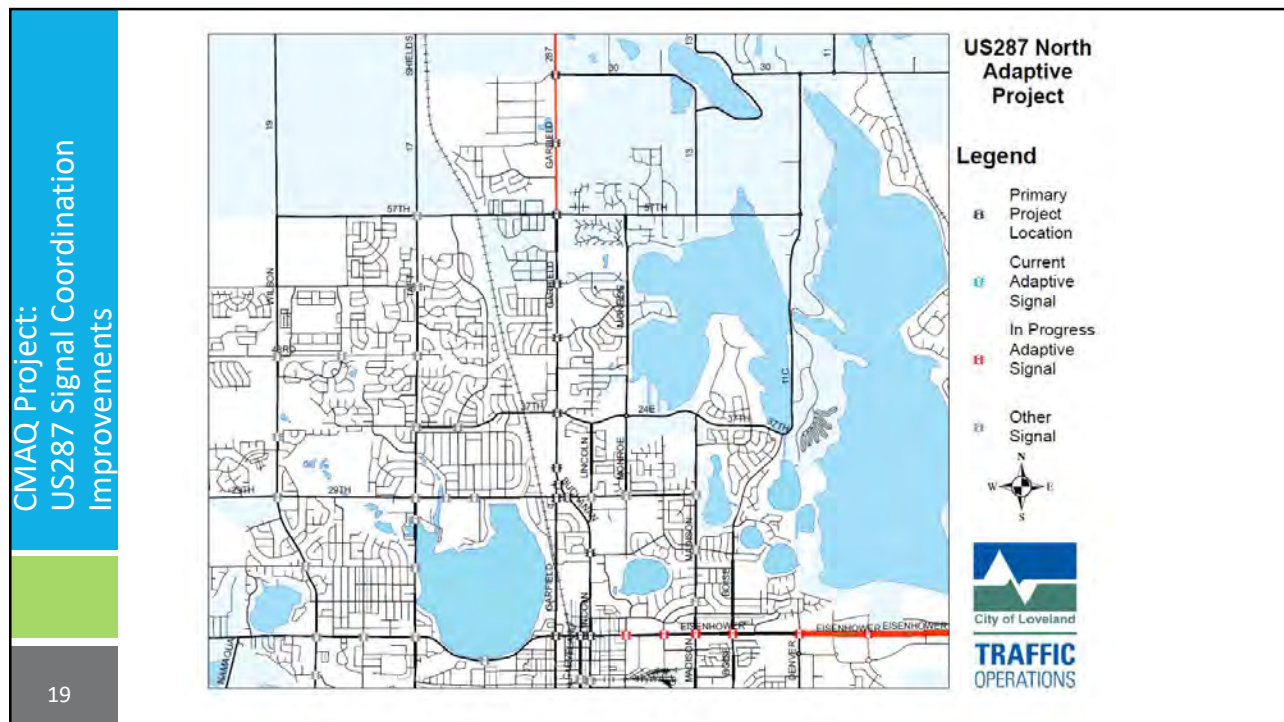
Performance Area	# Targets Affected
Highway Safety	● ● ● ● ●
Pavement/Bridge Condition	○ ○ ○ ○ ○
System Reliability	● ○
CMAQ Emissions	● ● ●
Transit Asset Management	○ ○ ○
Transit Safety	○ ○ ○ ○ ○ ○ ○
Regional	● ○ ○ ○ ○ ○ ○ ○ ○ ○

[Call for Projects Recommendations](#)

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**CMAQ Project: On Route Battery Electric Bus Chargers**

**Project Sponsor:** City of Fort Collins

**Project Description:** Purchase of two on-route charges for battery electric buses to be placed at Transfort's Downtown Transit Center. Chargers will support eight battery electric buses and future electric bus expansions

**Regionally Significant Corridor(s):** N/A

**Federal Funding Request:** \$1,598,675

**Federal Funding Recommendation:** \$1,598,675

Performance Area	# Targets Affected
Highway Safety	○ ○ ○ ○ ○
Pavement/Bridge Condition	○ ○ ○ ○ ○ ○
System Reliability	● ○
CMAQ Emissions	● ● ●
Transit Asset Management	● ○ ○
Transit Safety	○ ○ ○ ○ ○ ○ ○
Regional	● ● ○ ○ ○ ○ ○ ○

Call for Projects Recommendations

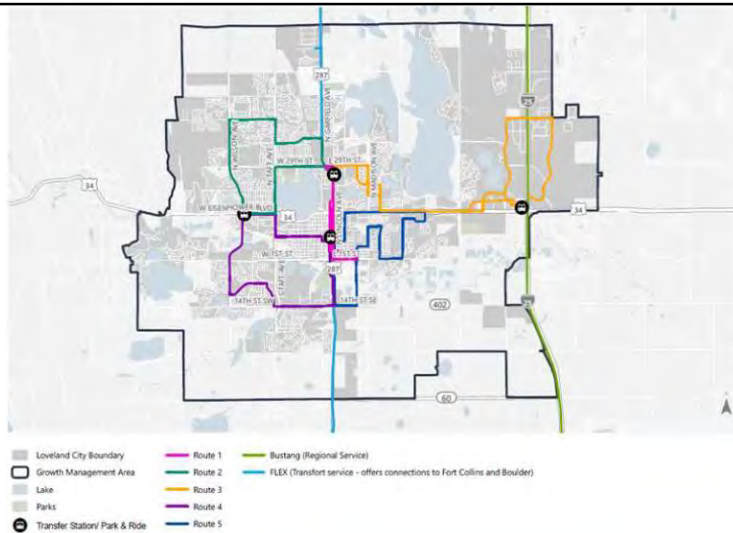
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# CMAQ Project: COLT Bus Replacement/Expansion



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## CMAQ Project: Power Trail Harmony Grade Separated Crossing



**Project Sponsor:** City of Fort Collins

**Project Description:** The project will design, acquire right-of-way for, and construct a trail underpass for the Power Trail crossing at Harmony Road.

**Regionally Significant Corridor(s):** Harmony Road

**Federal Funding Request:** \$500,000

**Federal Funding Recommendation:** \$0 - Waitlisted

Performance Area	# Targets Affected
Highway Safety	● ● ● ● ●
Pavement/Bridge Condition	○ ○ ○ ○ ○ ○
System Reliability	○ ○
CMAQ Emissions	● ● ●
Transit Asset Management	○ ○ ○
Transit Safety	○ ○ ○ ○ ○ ○ ○
Regional	● ● ● ● ● ○ ○ ○ ○ ○

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**CMAQ Project:  
WCR74 and WCR31 Roundabout**



**Project Sponsor:** Weld County

**Project Description:** Installation of a roundabout at WCR74 and WCR31

**Regionally Significant Corridor(s):** WCR74/Harmony Road

**Federal Funding Request:** \$1,269,435

**Federal Funding Recommendation:** \$0 - Waitlisted

Performance Area	# Targets Affected
Highway Safety	● ● ● ● ●
Pavement/Bridge Condition	○ ○ ○ ○ ○ ○
System Reliability	○ ○
CMAQ Emissions	● ● ●
Transit Asset Management	○ ○ ○
Transit Safety	○ ○ ○ ○ ○ ○ ○
Regional	● ○ ○ ○ ○ ○ ○ ○ ○ ○

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CMAQ Project:  
WCR74 and WCR31 Roundabout



WCR 74 and WCR 31 Roundabout Project Location



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## STBG Project Recommendations

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Call for Projects Recommendations

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## STBG Project Recommendations



### Guidebook

- **Small Community Target**
  - \$3,419,087
- **Large Community Target**
  - \$6,651,453

### Funding Recommendation

- **Small Community**
  - \$3,124,409
  - Under by \$294,678
- **Large Community**
  - \$6,996,131
  - Over by \$344,678

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[Call for Projects Recommendations](#)

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## STBG Project Recommendations

Project ID	Project Sponsor	Project Name	Rank	Federal Request	Funding Recommendation
STBG-2	Fort Collins	College & Trilby Intersection Improvements	1	\$3,616,462	\$3,616,462
STBG-6	Windsor	Eastman Park Ultimate Intersection & RR Crossing Improvement	2	\$1,705,000	\$1,705,000
STBG-7	Weld	WCR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout	2	\$1,419,409	\$1,419,409
STBG-3	Greeley	9th and 10th Street Mobility Enhancements	4	\$2,306,668	\$2,306,668
STBG-5	Loveland	US 34 EB Widening Construction	4	\$1,646,728	\$1,073,001
STBG-1	Evans	37th Street Widening Phase 3	5	\$1,543,462	Waitlisted
STBG-4	Severance	E Harmony Road/ WCR19 Intersection Improvements	6	\$1,258,985	Waitlisted
<b>TOTAL FEDERAL FUNDING RECOMMENDED</b>					<b>\$10,120,540</b>

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## STBG Project: College & Trilby Intersection Improvements



**Project Sponsor:** City of Fort Collins

**Project Description:** Construct a second north and southbound left-turn lane, channelize the existing north and southbound right turn lanes by constructing channelizing islands on College, receiving lanes on Trilby Road, and sidewalks within project extent.

**Regionally Significant Corridor(s):** US 287

**Federal Funding Request:** \$3,616,462

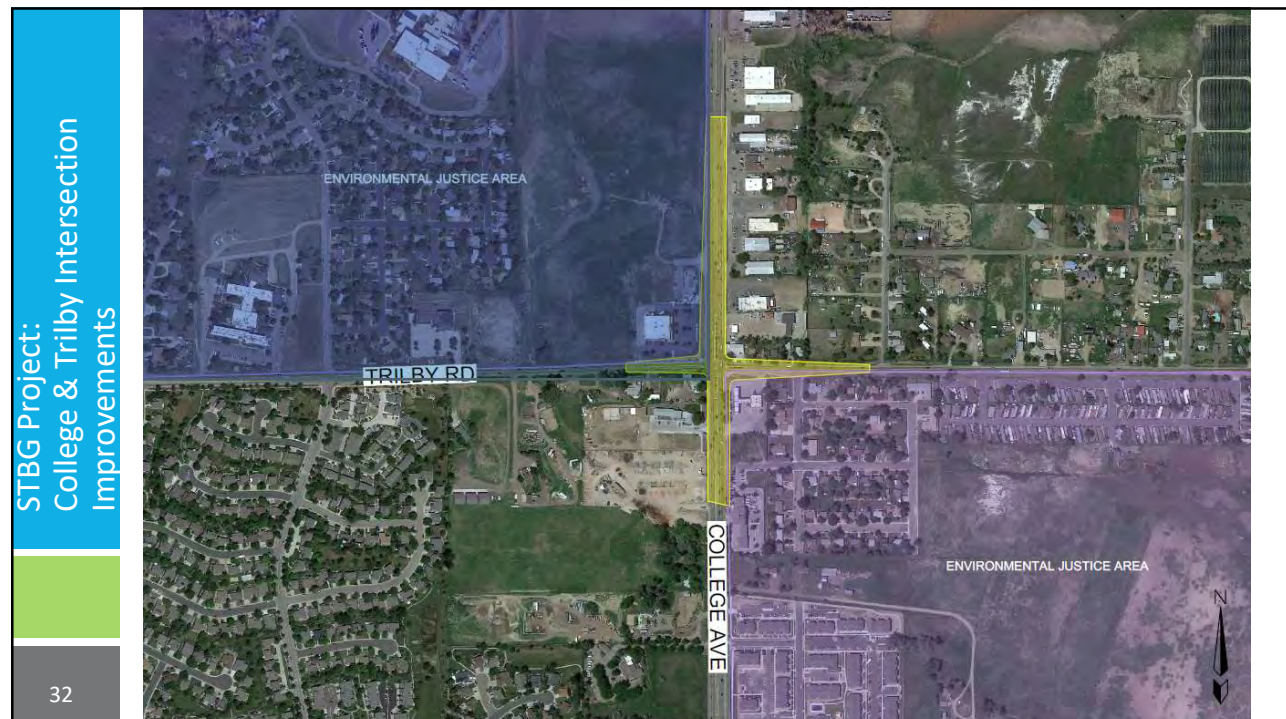
**Federal Funding Recommendation:** \$3,616,462

Performance Area	# Targets Affected
Highway Safety	● ● ● ● ●
Pavement/Bridge Condition	● ● ○ ○ ○ ○
System Reliability	● ○
CMAQ Emissions	● ● ●
Transit Asset Management	○ ○ ○
Transit Safety	○ ○ ○ ○ ○ ○ ○
Regional	● ● ● ● ● ● ○ ○ ○

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## STBG Project: Eastman Park Ultimate Intersection & RR Crossing Improvement



**Project Sponsor:** Town of Windsor

**Project Description:** Reconfigure and construct intersection and railroad crossing, including improved multi-modal bike and pedestrian connections across SH257 and bus stop improvements for Poudre Express.

**Regionally Significant Corridor(s):** SH 257

**Federal Funding Request:** \$1,705,000

**Federal Funding Recommendation:** \$1,705,000

Performance Area	# Targets Affected
Highway Safety	● ● ● ● ●
Pavement/Bridge Condition	○ ○ ○ ○ ○ ○
System Reliability	○ ○
CMAQ Emissions	○ ○ ○
Transit Asset Management	○ ○ ○
Transit Safety	○ ○ ○ ○ ○ ○ ○
Regional	○ ○ ○ ○ ○ ○ ○ ○

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## STBG Project: WCR 13 (LCR 1) and WCR 54 (LCR 18) Roundabout



**Project Sponsor:** Weld County (Partner: Larimer County)

**Project Description:** Install a single-lane roundabout at the intersection of WCR 13/LCR1 and WCR54/LCR 18, which is currently not stop controlled, to meet current and future traffic demands.

**Regionally Significant Corridor(s):** WCR 13 & Freedom Parkway

**Federal Funding Request:** \$1,419,409

**Federal Funding Recommendation:** \$1,419,409

Performance Area	# Targets Affected
Highway Safety	● ● ● ● ●
Pavement/Bridge Condition	○ ○ ○ ○ ○ ○
System Reliability	○ ○
CMAQ Emissions	● ● ●
Transit Asset Management	○ ○ ○
Transit Safety	○ ○ ○ ○ ○ ○ ○
Regional	● ○ ○ ○ ○ ○ ○ ○ ○ ○

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STBG Project:  
WCR 13 (LCR 1) and WCR 54  
(LCR 18) Roundabout



WCR 13 and WCR 54 Roundabout Project Location



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## STBG Project: 9th and 10th Street Mobility Enhancements



**Project Sponsor:** City of Greeley

**Project Description:** Conversion of 9th St and 10th St from one-way to two-way operation with targeted transit, bike, pedestrian, and safety improvements. The project limits extend approximately 1.5 miles along 9th St (one-way westbound) and 10th St (one-way eastbound) from 10th Ave to 23rd Ave.

**Regionally Significant Corridor(s):** US34 Business

**Federal Funding Request:** \$2,306,668

**Federal Funding Recommendation:** \$2,306,668

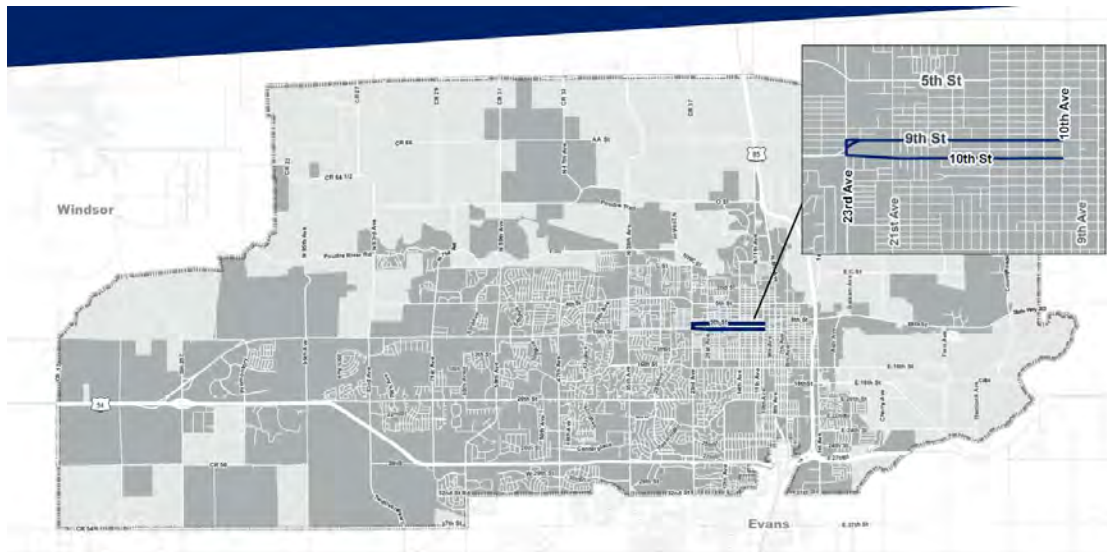
Performance Area	# Targets Affected
Highway Safety	● ● ● ● ●
Pavement/Bridge Condition	● ● ○ ○ ○ ○
System Reliability	● ○
CMAQ Emissions	● ● ●
Transit Asset Management	○ ○ ○
Transit Safety	● ● ● ● ● ● ●
Regional	● ● ● ● ● ● ○ ○ ○

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[Call for Projects Recommendations](#)

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## STBG Project: 9th and 10th Street Mobility Enhancements



— Project Location    ■ City Limits

0 0.5 1 2 Miles

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## STBG Project: US34 EB Widening Construction



**Project Sponsor:** City of Loveland

**Project Description:** Widening of existing US34 eastbound from 2 lanes to 3 lanes for portions of the section from Boyd Lake Avenue to Rocky Mountain Avenue. Combined with other projects, this will complete the final gap to widen US34 to 3 lanes in each direction from east of US 287 to Centerra Parkway, addressing safety items, system continuity and congestion.

**Regionally Significant Corridor(s):** US34

**Federal Funding Request:** \$1,646,728

**Federal Funding Recommendation:** \$1,073,001

Performance Area	# Targets Affected
Highway Safety	● ● ● ● ●
Pavement/Bridge Condition	○ ○ ○ ○ ○ ○
System Reliability	● ○
CMAQ Emissions	○ ○ ○
Transit Asset Management	○ ○ ○
Transit Safety	○ ○ ○ ○ ○ ○ ○
Regional	○ ○ ○ ○ ○ ○ ○ ○

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## STBG Project: US34 EB Widening Construction




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**STBG Project:  
37<sup>th</sup> Street Widening**



**Project Sponsor:** City of Evans

**Project Description:** Widen 37th Street from 2-lanes to 4-lanes including intersection improvements at 65<sup>th</sup> Avenue.

**Regionally Significant Corridor(s):** Freedom Parkway

**Federal Funding Request:** \$1,118,565

**Federal Funding Recommendation:** \$0 - Waitlisted

Performance Area	# Targets Affected
Highway Safety	● ● ● ○ ○
Pavement/Bridge Condition	○ ○ ○ ○ ○ ○
System Reliability	○ ○
CMAQ Emissions	● ● ●
Transit Asset Management	○ ○ ○
Transit Safety	○ ○ ○ ○ ○ ○ ○
Regional	○ ○ ○ ○ ○ ○ ○ ○

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**STBG Project:  
37<sup>th</sup> Street Widening**



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## STBG Project: E Harmony Road/ WCR19 Intersection Improvements



**Project Sponsor:** Town of Severance

**Project Description:** Evaluation of alternatives and either installation of traffic signal or construction of roundabout.

**Regionally Significant Corridor(s):** WCR 74/Harmony Rd

**Federal Funding Request:** \$1,258,985

**Federal Funding Recommendation:** \$0 - Waitlisted

Performance Area	# Targets Affected
Highway Safety	● ● ○ ○ ○
Pavement/Bridge Condition	○ ○ ○ ○ ○ ○
System Reliability	○ ○
CMAQ Emissions	○ ○ ○
Transit Asset Management	○ ○ ○
Transit Safety	○ ○ ○ ○ ○ ○ ○
Regional	○ ○ ○ ○ ○ ○ ○ ○

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# TA Project Recommendation

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TA Project Recommendations

Project ID	Project Sponsor	Project Name	Rank	Federal Request	Funding Recommendation
TA-5	Windsor	Poudre Trail Wayfinding - I25 to Island Grove Park	1	\$85,264	\$85,264
TA-1	Loveland	Willow Bend Trail	2	\$603,624	\$518,360
TA-3	CSU	Pemister Trail and Bridge	3	\$603,624	Waitlisted
TA-2	Fort Collins	William Neil / Ziegler Intersection Improvements & Trail	4	\$602,624	Waitlisted
TA-4	Severance	Great Western Trail	5	\$300,000	Waitlisted
<b>TOTAL FEDERAL FUNDING RECOMMENDED</b>					<b>603,624</b>

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## TA Project: Poudre Trail Wayfinding - I25 to Island Grove Park



**Project Sponsor:** Town of Windsor

**Project Description:** This project will include the installation of wayfinding signs at each decision point along the trail between I-25 in Timnath and Island Grove Park in Greeley

**Regional Active Transportation Corridor:** Poudre River Trail

**Federal Funding Request:** \$85,264

**Federal Funding Recommendation:** \$85,264

Performance Area	# Targets Affected
Highway Safety	○ ○ ○ ○ ○
Pavement/Bridge Condition	○ ○ ○ ○ ○ ○
System Reliability	○ ○
CMAQ Emissions	○ ○ ○
Transit Asset Management	○ ○ ○
Transit Safety	○ ○ ○ ○ ○ ○ ○
Regional	● ● ● ○ ○ ○ ○ ○

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## TA Project: Poudre Trail Wayfinding - I25 to Island Grove Park



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**TA Project:**  
Willow Bend Trail



North Front Range  
Metropolitan  
Planning  
Organization

**Project Sponsor:** City of Loveland

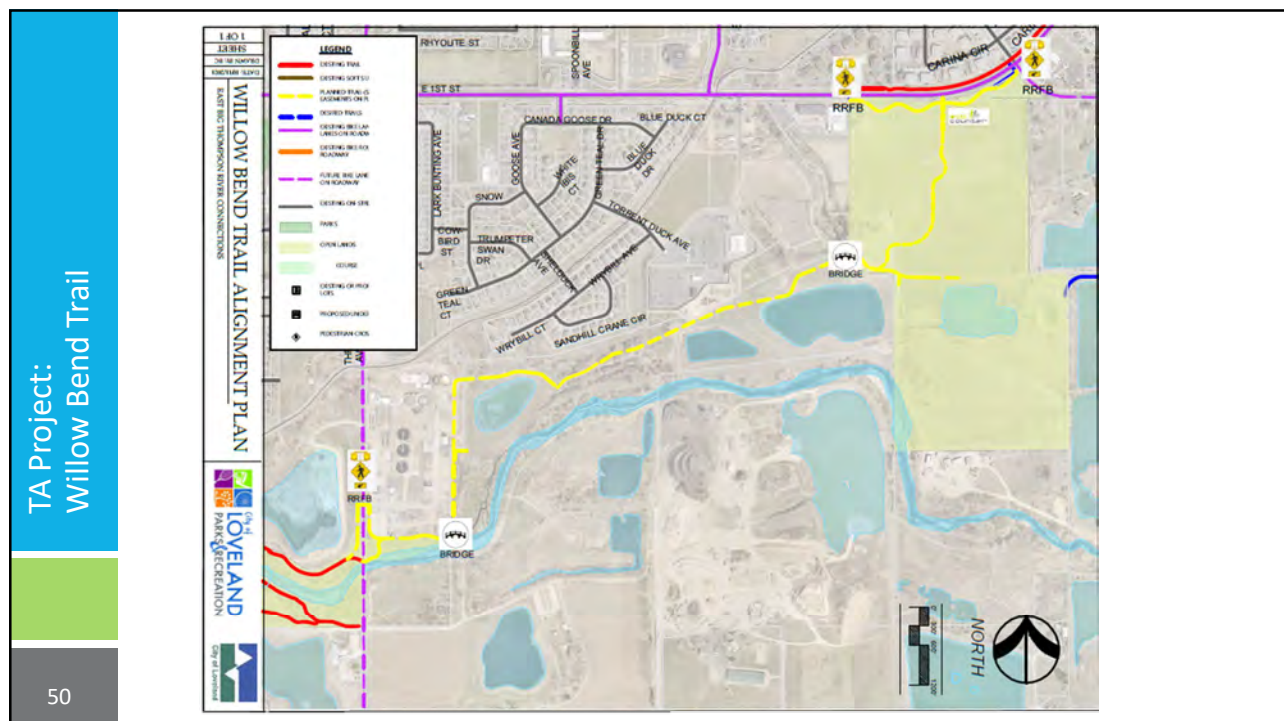
**Project Description:** This project will include the installation of wayfinding signs at each decision point along the trail between I-25 in Timnath and Island Grove Park in Greeley

**Regional Active Transportation Corridor:**  
Big Thompson River

**Federal Funding Request:** \$603,624

**Federal Funding Recommendation:** \$518,360

Performance Area	# Targets Affected
Highway Safety	● ● ○ ○ ○
Pavement/Bridge Condition	○ ○ ○ ○ ○ ○
System Reliability	○ ○
CMAQ Emissions	● ● ● ○
Transit Asset Management	○ ○ ○
Transit Safety	○ ○ ○ ○ ○ ○ ○
Regional	● ● ● ● ● ○ ○ ○ ○ ○





## TA Project: Phemister Trail and Bridge



**Project Sponsor:** CSU

**Project Description:** The trail phase will construct a trail extension from the underpass of Prospect Ave along the west side of Center Avenue. The bridge phase will connect the trail with a bridge to the Spring Creek Trail.

**Regional Active Transportation Corridor:**  
BNSF/Mason Trail

**Federal Funding Request:** \$603,624

**Federal Funding Recommendation:** \$0 - Waitlisted

Performance Area	# Targets Affected
Highway Safety	● ● ○ ○ ○
Pavement/Bridge Condition	○ ○ ○ ○ ○ ○
System Reliability	○ ○
CMAQ Emissions	○ ○ ○
Transit Asset Management	○ ○ ○
Transit Safety	○ ○ ○ ○ ○ ○ ○
Regional	● ● ● ○ ○ ○ ○ ○

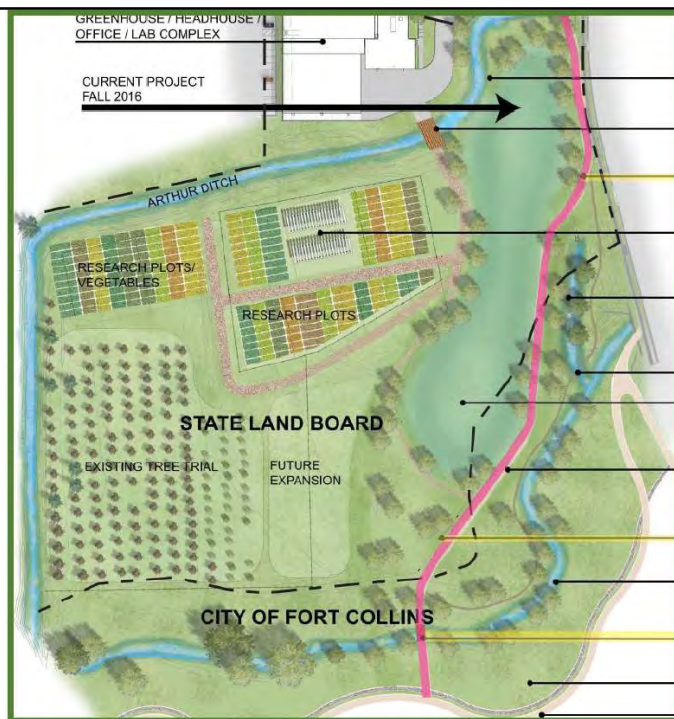
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## TA Project: Phemister Trail and Bridge

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## TA Project: William Neil / Ziegler Intersection Improvements & Trail



**Project Sponsor:** City of Fort Collins

**Project Description:** The Project will analyze, design and construct appropriate multimodal crossing facilities at the intersection, enhancing safety for pedestrians and bicycles. The Project will also provide a paved trail for bicycles and pedestrians to safely access the Poudre River Trail.

**Regional Active Transportation Corridor:**  
Poudre River Trail

**Federal Funding Request:** \$602,624

**Federal Funding Recommendation:** \$0 - Waitlisted

Performance Area	# Targets Affected
Highway Safety	● ○ ○ ○ ○
Pavement/Bridge Condition	○ ○ ○ ○ ○ ○
System Reliability	○ ○
CMAQ Emissions	● ● ●
Transit Asset Management	○ ○ ○
Transit Safety	○ ○ ○ ○ ○ ○ ○
Regional	● ● ● ● ●

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## TA Project: Great Western Trail



**Project Sponsor:** Town of Severance

**Project Description:** This project aims to create a safe pedestrian crossing with Rapid Flashing Beacons/raised crosswalk/leading bike & ped signage/truncated domes where the Trail crosses WCR 74 and WCR 23. Additionally, this project will pave the Great Western Trail from WCR 74 north to WCR 23 through downtown Severance.

**Regional Active Transportation Corridor:**  
Great Western Trail

**Federal Funding Request:** \$300,000

**Federal Funding Recommendation:** \$0 - Waitlisted

Performance Area	# Targets Affected
Highway Safety	○ ○ ○ ○ ○
Pavement/Bridge Condition	○ ○ ○ ○ ○ ○
System Reliability	○ ○
CMAQ Emissions	● ● ●
Transit Asset Management	○ ○ ○
Transit Safety	○ ○ ○ ○ ○ ○ ○ ○
Regional	○ ○ ○ ○ ○ ○ ○ ○ ○ ○

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## TA Project: Great Western Trail


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Next Steps

North Front Range  
Metropolitan  
Planning  
Organization

- **February 16, 2022:** TAC Recommendation to Planning Council
- **March 3, 2022:** Planning Council Action

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## **STAC Summary – January 14, 2022**

- 1) CDOT Update on Current Events – Herman Stockinger, CDOT Executive Director
  - Staff reviewed CDOT personnel changes: Retirement of Region 1 Transportation Director, Paul Jesaitis; hiring of CDOT's first equity officer, Marsha Nelson; and hiring of a dedicated CDOT grant writer, Hannah Reed.
  - Staff listed the federal grants that will open for competition in the first quarter of the year.
  - CDOT is developing ready-to-go applications for federal grants. If members of STAC have projects that are relevant to state-wide priorities, they are urged to contact CDOT.
- 2) Transportation Planning Region (TPR) and Metropolitan Planning Organization (MPO) Representative and Federal Partners Reports
  - TPRs/MPOs reported on the 10-Year Plan, the Marshall Fire, construction projects, transportation studies and plans, the driver shortage, road safety concerns, grants, and changes in staff and STAC representation.
- 3) Legislative Report – Andy Karsian, CDOT Office of Policy and Government Relations (OPGR); Jamie Grim, CDOT OPGR
  - The state's legislative session started on January 12th. CDOT will be presenting legislation on mountain express lane enforcement and free transportation on high ozone days. CDOT is opposed to a bill that would change the composition of TC and opposed to aspects of the Idaho stop bill. CDOT is partaking in conversations on bills regarding the Colorado Commission on Aging, the non-divisible load for dairy products, wildlife crossings, and traffic safety.
  - The Joint Budget Committee (JBC) passed a 3-year spending authority for the Multimodal Transportation and Mitigation Options Fund (MMOF). CDOT is also working with the JBC on spending authority for driving under the influence (DUI), Front Range Rail, Burnham Yard, and Revitalizing Main Streets programs.
  - CDOT submitted a request to the Capital Development Committee for additional weather towers to help with aviation and weather forecasting.
  - The federal Bridge Formula Program allocations were released. Over the next five years Colorado will be receiving \$225 million. Off-system bridges are eligible.
- 4) 10-Year Plan and Fiscal Constraint – Rebecca White, CDOT Director, Division of Transportation Development; Marissa Gaughan, CDOT Manager, Multimodal Planning Branch; Amber Blake, Director, Division of Transit and Rail; Aaron Willis, CDOT Manager, Statewide and Regional Planning Section
  - Staff presented the reasons for updating the 10-year plan, the status of year 1-4 projects, and the funding sources for years 5-9. Staff also discussed the method for equitable distribution of projects among TPRs.
  - Years 1-4 had a 10% set aside for transit. Going forward, there will be no set aside in order to allow for more integrated and comprehensive multimodal projects.
  - Staff asked for STAC's feedback on how to define a rural pavement investment. For years 1-4, rural pavement was defined as non-interstate roads. Some sections of interstates, however, function as low-volume rural roads and are not receiving the maintenance they need.
  - Staff reviewed the schedule for the 10-Year Plan update. Upcoming are: a second round of TPR/MPO discussions, outreach with transit agencies, and GHG Rule mitigation discussions with STAC and TC.

### **STAC Discussion**

- The following items drove much discussion and it was decided to vote on them at the February STAC meeting: elimination of the 10% transit set-aside and inclusion of interstates in the definition of rural pavement.
  - There was also discussion on whether to reopen the conversation on regional equity, which is based on the Regional Priority Program (RPP) formula.
- 5) Final GHG Planning Rule Overview Rulemaking Update
    - The presentation was skipped due to lack of time.
  - 6) STAC Business – Vince Rogalski, STAC Chair; Fahad Khan CDOT Program Manager, Revitalizing Main Streets
    - STAC recognized Dean Bressler's retirement and his contributions.
    - Revitalizing Main Streets: The Notice of Funding Opportunity (NOFO) for the large Opportunity 1 grants went out in December. The NOFO for the small Opportunity 2 grants is planned to be released in early February.